

#99-38 - Mobil Oil Corp.

Area
69-4-26.2

Prelim.

Oct. 27, 1997.

Need Amended

NOD / ^{Notice to}
Paper - 11/1/97

Proxy in L.B. file

Public Hearing:

Nov. 24, 1997.

Granted.

Refund: \$371.50

Wilson Jones • Carbonless • S1654-NCR Duplicate • S1657-NCL Triplicate

MADE IN U.S.A.
© Wilson Jones, 1989

DATE November 7, 1997 **RECEIPT** 6772481
RECEIVED FROM Tyree Consulting Company
Address _____
One Hundred Fifty and 00/100 DOLLARS \$ 150.00
FOR ZBA 97-38 Mobil Oil

ACCOUNT		HOW PAID	
BEGINNING BALANCE		CASH	
AMOUNT PAID		CASH CHECK	150.00
BALANCE DUE		MONEY ORDER	

by Dorothy H. Vargan

APPLICATION FEE (DUE AT TIME OF FILING OF APPLICATION)

APPLICANT: Mobil Oil

FILE# 97-38

RESIDENTIAL: \$50.00
INTERPRETATION: \$150.00

COMMERCIAL: \$150.00

AREA ☒

USE ☐

APPLICATION FOR VARIANCE FEE \$ 150.00

paid
ck # 4419
11/7/97

ESCROW DEPOSIT FOR CONSULTANT FEES \$ 500.00

paid ck. #4420
11/7/97

DISBURSEMENTS:

STENOGRAPHER CHARGES: \$4.50 PER PAGE

PRELIMINARY MEETING-PER PAGE 10/27/97 \$ 27.00

2ND PRELIMINARY- PER PAGE 11/24/97 \$ 31.50

3RD PRELIMINARY- PER PAGE \$ _____

PUBLIC HEARING - PER PAGE \$ _____

PUBLIC HEARING (CONT'D) PER PAGE \$ _____

TOTAL \$ 58.50

ATTORNEY'S FEES: \$35.00 PER MEETING

PRELIM. MEETING: 10/27/97 \$ 35.00

2ND PRELIM. 11/24/97 \$ 35.00

3RD PRELIM. \$ _____

PUBLIC HEARING. \$ _____

PUBLIC HEARING (CONT'D) \$ _____

TOTAL \$ 70.00

MISC. CHARGES:

..... \$ _____

TOTAL \$ 128.50

LESS ESCROW DEPOSIT \$ 500.00

(ADDL. CHARGES DUE) \$ _____

REFUND DUE TO APPLICANT . \$ 371.50

[illegible]

Date 11/4/98, 19.

TOWN OF NEW WINDSOR

TOWN HALL, 555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

TO Frances Roth
168 N. Drury Lane
Newburgh, N.Y. 12550 DR.

DATE			CLAIMED	ALLO
10/26/98	Zoning Board Mtg		75 00	
	MISC - 2			
	Mobil Oil - 1			
	Stegay/Pizza Hut - 5			
	Sommerlad - 3			
	Vanderossen - 5			
	K.C. Dev. Corp - 3			
	Lucas - 7			
	Crossetta - 3			
	Heesler - 3			
	32		144 00	
			219 00	

October 26, 1998

2

CORRESPONDENCE

MOBIL OIL

MR. NUGENT: Mobil Oil request for extension of their variance.

MR. KANE: I have no problem with it.

MS. OWEN: I make a motion to give Mobil Oil their extension for one year.

MR. KANE: Second it.

ROLL CALL

MR. KANE	AYE
MS. OWEN	AYE
MR. TORLEY	AYE
MR. REIS	AYE
MR. NUGENT	AYE

In the Matter of the Application of
MOBIL OIL CORPORATION

**MEMORANDUM OF
DECISION GRANTING
AREA VARIANCES**

#97-38.

WHEREAS, MOBIL OIL CORPORATION, a corporation having an office at 3225 Gallows Road, Fairfax, VA 22037 has made an application before the Zoning Board of Appeals for 30 ft. front yard, 7 ft. rear yard and 14 ft. maximum building height variances for construction of proposed new structure located at Five Corners in Vails Gate, New Windsor in a C zone; and

WHEREAS, a public hearing was held on the 24th day of November, 1997 before the Zoning Board of Appeals at the Town Hall, New Windsor, New York; and

WHEREAS, the Applicant appeared before the Board by Gerald Jacobowitz, Esq. and Dainius Virbickas, P. E.; and

WHEREAS, there were two (2) spectators appearing at the public hearing; and

WHEREAS, both spectators spoke in opposition to the Application; and

WHEREAS, a decision was made by the Zoning Board of Appeals on the date of the public hearing granting the application; and

WHEREAS, the Zoning Board of Appeals of the Town of New Windsor sets forth the following findings in this matter here memorialized in furtherance of its previously made decision in this matter:

1. The notice of public hearing was duly sent to residents and businesses as prescribed by law and in The Sentinel, also as required by law.

2. The evidence presented by the Applicant showed that:

(a) The property is located in a commercial, C, zone in a commercial.

(b) The property is located in one of, if not the busiest commercial road intersection in the Town of New Windsor.

(c) The use of this premises is an allowable use.

(d) In 1991 the Zoning Board of Appeals granted four variances for this property. The

Applicant's plan, if granted, would eliminate three of those four variances which variances the Applicant has agreed to abandon and that they will be null and void and of no effect.

(e) The property is located on a corner and, therefore, due to its peculiar configuration has legally speaking, two front yards.

(f) The Applicant proposes to construct a new convenience building on the property, eliminate the existing car wash, reduce the size of the existing canopy and remove some of the gasoline dispenser islands.

(g) The variances if granted would allow the construction of a convenience facility with additional safety features including the attendant's ability to view all gasoline dispenser islands and gasoline dispenser emergency shutoff switches.

(h) The canopy intended by the Applicant, if the variances are granted, will contain fire suppression equipment.

(i) If the variances are granted, none of the proposed structures would interfere in any way with any easement on the property including a sewer easement presently existing in favor of the Town.

(j) The building height variance is requested by the Applicant because the building height is limited by its set back from the property line.

(k) The variances if granted would permit a canopy which would be no taller than the present canopy. The variances if granted would allow the construction of a canopy further from the road thus improving the safety of the motorists using that intersection.

(l) One of the previous variances, that for a 4 ft. front yard variance on the side facing NYS Route 32, will remain but it neither increases nor decreases if the present variances requested are granted.

(m) The variance previously granted for lot area is also retained by the Applicant but the granting of the instant requests will neither increase nor decrease that previously granted variance.

(n) The sign variances previously granted will remain although the new signage is proposed to be constructed by the Applicant which will be less than the existing signs.

(o) The objectors have an ownership interest in the adjoining property presently used by Pizza Hut.

(p) Objections were made to the present variance applications because they were for a purpose that would generate more traffic than currently exists thus injuring the interest of the objectors.

(q) No other property owners or tenants having their property on the intersection or adjacent to this Applicant, or in fact anywhere, objected or appeared at the hearing.

(r) The variances if granted will result in the site having no more gasoline pumps than it presently does.

(s) The Applicant's property is at the corner of two New York State highways and before construction can be commenced on these property even if the variances are granted, the Applicant is aware that it is subject to site plan approval by the New Windsor Planning Board.

(t) The unusual configuration of the property together with the existence of a sewer easement makes this property, and the problems of locating improvements thereon, unique.

(u) The variance requests, if granted, would result in a decrease of the developed area of the lot.

WHEREAS, the Zoning Board of Appeals of the Town of New Windsor makes the following conclusions of law here memorialized in furtherance of its previously made decision in this matter:

1. The requested variances will not produce an undesirable change in the character of the neighborhood or create a detriment to nearby properties.

2. There is no other feasible method available to the Applicant which can produce the benefits sought.

3. The variances requested are substantial in relation to the Town regulations but nevertheless are warranted due to the peculiar nature of the property.

4. The requested variances will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or zoning district.

5. The difficulty the Applicant faces in conforming to the bulk regulations is self-created but nevertheless should be allowed because of the peculiar nature and location of the property.

6. The benefit to the Applicant, if the requested variances are granted, outweigh the detriment to the health, safety and welfare of the neighborhood or community.

7. The requested variances are appropriate and are the minimum variances necessary and adequate to allow the Applicant relief from the requirements of the Zoning Local Law and at the same time preserve and protect the character of the neighborhood and the health, safety and welfare of the community.

8. The interests of justice will be served by allowing the granting of the requested area variances.

9. The variances previously granted to this Applicant for this piece of property, i.e. (1) 1,830 s.f. lot area, (2) 36 ft. front yard on Route 94 (canopy), (3) 4 ft. front yard on Route 32 (canopy), and (4) 3 ft. side yard (canopy) under Application #91-23, are hereby deemed abandoned, are null and void and of no effect and shall not inure to the benefit of the owner of this property.

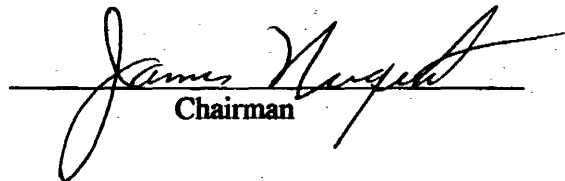
NOW, THEREFORE, BE IT

RESOLVED, that the Zoning Board of Appeals of the Town of New Windsor GRANT the following area variances: 30 ft. front yard, 7 ft. rear yard and 14 ft. maximum building height variances for proposed new structure at Five Corners in a C zone, as sought by the Applicant in accordance with plans filed with the Building Inspector and presented at the public hearing.

BE IT FURTHER

RESOLVED, that the Secretary of the Zoning Board of Appeals of the Town of New Windsor transmit a copy of this decision to the Town Clerk, Town Planning Board and Applicant.

Dated: January 26, 1998.


Chairman

OFFICE OF THE PLANNING BOARD - TOWN OF NEW WINDSOR
ORANGE COUNTY, NY

NOTICE OF DISAPPROVAL OF SITE PLAN OR SUBDIVISION APPLICATION

PLANNING BOARD FILE NUMBER: 97-25

DATE: 17 SEPT '97

APPLICANT: MOBIL OIL CORPORATION
3225 GALLOW'S RD.
FAIRFAX VA 22037

Rachel (Tina)
(203) 740-9280

PLEASE TAKE NOTICE THAT YOUR APPLICATION DATED 4 AUG '97

FOR ~~(SUBDIVISION)~~ - SITE PLAN)

LOCATED AT RT 94 & RT 32 (FIVE CORNERS - VAILS GATE)

ZONE C

DESCRIPTION OF EXISTING SITE: SEC: 69 BLOCK: 4 LOT: 26.2

IS DISAPPROVED ON THE FOLLOWING GROUNDS:

FRONT YARD SETBACK OF BUILDING TO RT 94,
REAR YARD SETBACK OF BUILDING, BUILDING HEIGHT
VARIANCES.

[Signature]
MARK J. EDGALL PE for
MICHAEL BABCOCK,
BUILDING INSPECTOR

REQUIREMENTS

PROPOSED OR AVAILABLE

VARIANCE REQUEST

ZONE C USE A-1 & B-5

MIN. LOT AREA 40,000 SF

MIN. LOT WIDTH 200 FT

REQ'D FRONT YD 60 FT

REQ'D SIDE YD. 30 FT

REQ'D TOTAL SIDE YD. 70 FT

REQ'D REAR YD. 30 FT

REQ'D FRONTAGE N/A

MAX. BLDG. HT. 4 1/2 FT NLL ⁷⁸⁷ —

FLOOR AREA RATIO 0.5

MIN. LIVABLE AREA N/A

DEV. COVERAGE N/A %

O/S PARKING SPACES 10

38,022 SF (NET) PRE-EXIST'G

42,604 SF (GROSS) —

232.4 (RT 91) —

228.7 (RT 91) —

BLDG 30.31 (RT 91) 30 FT REQUESTED

CANOPY 55/50.28 PRE-EXIST E

BLDG 73.5 —

CANOPY 54.5 —

N/A N/A

BLDG 23.6 7 FT REQUESTED

N/A —

BLDG = 21.0 FT 14 FT REQUESTED

CANOPY 18.5 FT PRE-EXIST I

< 0.5 —

N/A —

N/A —

N/A % — %

14 —

APPLICANT IS TO PLEASE CONTACT THE ZONING BOARD SECRETARY AT:
(914-563-4630) TO MAKE AN APPOINTMENT WITH THE ZONING BOARD
OF APPEALS.

CC: Z.B.A., APPLICANT, P.B. ENGINEER, P.B. FILE

Canopy
will remain

MOBIL OIL SITE PLAN AMENDMENT (97-25) CORNER ROUTE 32 & 94

Mr. Dainius L. Virbickas, P.E. of Tyree Engineering, P.C. appeared before the board for this proposal.

MR. VIRBICKAS: My name is Dainius Virbickas, I'm an engineer with Tyree Engineering, Brookfield, Connecticut and I'm here tonight to just give you a brief overview of what we hope to do with the existing Mobil site, Mobil service station located at Five corners in New Windsor intersection of Routes 32 and 94. Right now, what exists is a car wash building in the rear of this site along with storage dumpster enclosure further to the southwest corner of the site and a long canopy across the front section of the site with five full dispensers and a small convenient store located underneath the canopy. What Mobil wishes to do at this site now is eliminate the car wash, knock back the canopy and put in a dual row of dispensers.

MR. PETRO: We went through a lot of work to put that car wash in there, remember that with Pizza Hut and all the problems with that?

MR. LANDER: How long has that been in operation?

MR. VIRBICKAS: Probably four or five years.

MR. PETRO: Anyway, you're going to remove the car wash?

MR. VIRBICKAS: What Mobil wishes to do is remove the car wash, demolish the building, rework the canopy and dispenser aisles, make that more compact and put 3,400 square foot convenient store towards the rear of the site.

MR. PETRO: That is why you are here, not here for the demolition or reduction of the canopy, you're here because you're going to be adding three or four thousand feet to the existing building?

MR. VIRBICKAS: Demolition and other things we're going to require some variances.

MR. LANDER: Is that the canopy that is being encroaching on that front yard setback?

MR. VIRBICKAS: Canopy will still be encroaching on the front yard setback but considerably less. Right now, we're roughly 25 feet off of Route 94, we'll be pushing it back to about 50 feet, what we're going to do lop off about 25 feet off either end but we'll require variances to develop the property like this.

MR. PETRO: To develop the new addition, the other ones don't concern us.

MR. VIRBICKAS: Right, yeah, we're going to need a variance to develop the new building here roughly what we'll need.

MR. PETRO: Rear yard, side yard?

MR. VIRBICKAS: We'll need front yard off of 94 also this rear yard setback, the other thing we'll need is a variance for as well as the height of the building.

MR. PETRO: Everybody needs that.

MR. VIRBICKAS: I did find also after we had made our submittals that there were variances granted for setbacks in signage, the signage that is there now is over the amount granted by the variance by a couple feet.

MR. PETRO: Might as well clean it up.

MR. VIRBICKAS: Yeah, we're going to have to modify the application.

MR. PETRO: Some of the signage, Michael, was increased, is it still over the increased amount?

MR. BABCOCK: Until they give me the calculation, I really don't know.

MR. VIRBICKAS: It's a little bit over.

August 13, 1997

8

MR. PETRO: On today's code, not the code then because the code has changed, signage has increased, you may want to check that, you might not be over. Can I have a motion to approve the Mobil Oil site plan on Route 94?

MR. DUBALDI: So moved.

MR. LANDER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board grant final approval to the Mobil Oil site plan. Is there any discussion from the board members? If not, roll call.

ROLL CALL

MR. DUBALDI	NO
MR. STENT	NO
MR. LANDER	NO
MR. LUCAS	NO
MR. PETRO	NO

MR. PETRO: At this time, you have been referred to the New Windsor Zoning Board for the necessary variances that you may require for this site. Once you have received those variances and put properly on the plan, you may then apply back to this board and we'll further review it.

MR. VIRBICKAS: Thank you very much.



TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553
Telephone: (914) 563-4630
Fax: (914) 563-4693

October 27, 1998

**Tyree Engineering, P. C.
125 Commerce Drive
Brookfield, CT 06804
Attn: Ms. Rachel A. Mayo**

**Re: Application of Mobil Oil Corp.
ZBA File #97-38**

Dear Rachel:

Please be advised that the Zoning Board of Appeals at its October 26, 1998 meeting acted on the request to extend the above-entitled variance for one year. Therefore, the variance will expire on January 26, 2000.

Regards
Very truly yours,

**Patricia A. Barnhart
Secretary to the ZBA**

/pab

cc: Building Inspector Babcock

Tyree Engineering, P.C.

Civil & Consulting Engineers • Surveyors • Geotechnical & Traffic Engineers
125 Commerce Drive, Brookfield, CT 06804 - Phone: 203-740-9280 • Fax: 203-740-9444

October 23, 1998

Town of New Windsor
Zoning Board of Appeals
555 Union Avenue
New Windsor, NY 12553

Attn: James Nugent-Chairman

Re: Mobil Service Station- Route 32
File # 97-38

Dear Chairman Nugent,

This letter is written to request a 1 year extension of the ZBA decision granting Area Variances for the above referenced project.

Due to budgetary constraints Mobil Oil Corporation was unable to begin the construction of this project.

We respectfully request that this extension be granted for the current approvals so that we may pursue building permits in the near future.

Sincerely,
TYREE ENGINEERING, P.C.


Rachel A. Mayo

Cc: J. Steele-Tyree Organization
T. Casey-Mobil Oil Corporation

Ok -
Granted
10/26/98

REQUEST FOR INTERPRETATION OR USE VARIANCE AS TO PRE-EXISTING THREE-FAMILY RESIDENCE LOCATED AT ABOVE ADDRESS. ZBA INTERPRETED, AFTER REVIEWING EVIDENCE, THAT THIS PARCEL CONTAINS A PRE-EXISTING, NON-CONFORMING THREE FAMILY RESIDENCE.

69-1-6 GOLUB CORPORATION (PRICE CHOPPER) SIGN VARIANCES GRANTED IN PART
SIGN VARIANCE OF 6.77 FT. X 11.5 FT. FOR FACADE, PLUS A VARIATION FROM SECTION 48-18H(1)(B)[1] OF SUPPL. SIGN REGULATIONS TO ALLOW MORE THAN ONE FACADE SIGN ON FUTURE PRICE CHOPPER SUPERMARKET LOCATED IN VAILS GATE IN C ZONE. ON APRIL 22, 1996 ZBA GRANTED THE LARGE FACADE AND 24 HOUR FACADE SIGN, BUT DENIED THE SUPER CENTER SIGN.

69-1-6 VGRASSOCS./POUGHKEEPSIE SAVINGS BANK SIGN VARIANCE GRANTED
REQUEST FOR 1 ADDITIONAL WALL SIGNS FOR BANK (INCLUDING 2 ADDITIONAL FACADE

SIGNS PREVIOUS FOR PRICE CHOPPERS) AT PRICE CHOPPER'S STORE LOCATED AT INTERSECTION OF RT. 32 AND 94 IN C ZONE IN VARIATION OF SECTION 48-18H(1)(b)[1] OF THE SUPP. SIGN REGULATIONS.

69-2-10 ROSMARINO/M.A.C. PIZZA SIGN VARIANCE GRANTED
FIVE CORNERS, VAILS GATE #97-19 CZONE
REQUEST FOR 6 IN. SIGN HEIGHT AND 11 FT. SIGN WIDTH VARIANCES AND 5 FT. SIGN AREA FOR AN EXISTING SIGN AT DOMINO PIZZA LOCATED AT FIVE CORNERS IN VAILS GATE IN A C ZONE.

69-4-26.2 MOBIL OIL CORPORATION AREA VARIANCES GRANTED
50 BROADWAY #81-28 CZONE 01/11/82
HAWTHORNE, N.Y. 10532
REQUEST FOR 49/54 FT. FRONT YARD VARIANCES (CORNER LOT) TO CONSTRUCT CANOPIES OVER SELF-SERVICE GASOLINE PUMPS ISLANDS AT SITE LOCATED ON CORNER OF RT. 94 AND 32 IN VAILS GATE FIVE CORNERS.

07/22/91 MOBIL OIL CORPORATION AREA VARIANCES #91-23 GRANTED IN PART
REQUEST FOR (1) 1,830 SQ. FT. LOT AREA, (3) 36 FT. FRONT YARD ON ROUTE 94 (CANOPY), (4) 4 FT. FRONT YARD ON ROUTE 32 (CANOPY), (5) 3 FT. SIDE YARD (CANOPY) ARE GRANTED IN CONNECTION WITH PROPOSED REBUILDING OF SERVICE STATION AT FIVE CORNERS, VAILS GATE. REQUEST FOR (2) 21 FT. FRONT YARD (CAR WASH), (6) 13 FT. REAR YARD (CAR WASH), AND (7) 6.5 FT. BUILDING HEIGHT (CAR WASH) VARIANCES ARE DENIED.

05/10/92 MOBIL OIL CORPORATION SIGN VARIANCE #92-25 GRANTED
REQUEST FOR (1) 162.4 S.F. SIGN AREA VARIANCE FOR FIVE FREE-STANDING SIGNS, (2) 36.4 S.F. SIGN AREA VARIANCES FOR SEVEN WALL SIGNS, (3) 13 FT. SETBACK FROM LOT LINE VARIANCE FOR SIGN # 1, (4) 14.2 FT. SETBACK FROM LOT LINE VARIANCE FOR SIGN #2, (5) FOUR FREE-STANDING SIGN VARIANCES TO ALLOW A TOTAL OF FIVE FREE-STANDING SIGNS IN A ZONE WHEN ONLY ONE FREE-STANDING SIGN IS PERMITTED, UPON THE CONDITION THAT FREESTANDING SIGN #2 SHALL BE RESTRICTED TO THE DISPLAY OF THE MOBILE LOGO ON TWO SIDES AND PRICING INFORMATION ON TWO SIDES, AT VAILS GATE.

11/24/97. MOBIL OIL CORPORATION AREA VARIANCES #97-38 GRANTED
FIVE CORNERS IN VAILS GATE - C ZONE. REQUEST FOR 30 FT. FRONT YARD FOR BUILDING, 7 FT. REAR YARD FOR BUILDING AND 14 FT. MAX. BLDG. HEIGHT FOR BUILDING AT FIVE CORNERS. MOBIL WILL ELIMINATE THE CAR WASH AND EXISTING CONVENIENCE STORE AND ERECT A NEW 3,400 S.F. CONVENIENCE STORE; REWORK THE CANOPY AND DISPENSER AISLES. GRANTED ON 11/24/97. . *One-year ext. granted on 10/26/98 to Jan. 26, 2000.*

04214A-

70-1-4 GREER, GREGORY AREA VARIANCES #95-38 GRANTED 9/11/95
ROUTE 94 C ZONE

11/24/97

Public Hearing: Mobil Oil, Inc. #97-38.

objecting -
Traffic "✓

WILLIAM SWEPOY } 104 SOUTH CENTRAL AVE.
HERBERT SWEPOY } VALLEY STREAM, NY
11580

PROJECT I.D. NUMBER

617.21

SEQR

Appendix C

State Environmental Quality Review

SHORT ENVIRONMENTAL ASSESSMENT FORM

For UNLISTED ACTIONS Only

T I—PROJECT INFORMATION (To be completed by Applicant or Project sponsor)

APPLICANT /SPONSOR

TYREE ENGINEERING, P.C.

2. PROJECT NAME

MOBIL OIL CORPORATION SS#17-NZX

PROJECT LOCATION:

Municipality

NEW WINDSOR

County

ORANGE

PRECISE LOCATION (Street address and road intersections, prominent landmarks, etc., or provide map)

THE SITE IS LOCATED AT 1001 ROUTE 94 AT THE
INTERSECTION OF ROUTE 94 WITH ROUTE 32.

IS PROPOSED ACTION:

☐ New☐ Expansion☒ Modification/alteration

DESCRIBE PROJECT BRIEFLY:

THE APPLICANT PROPOSES TO DEMOLISH THE EXISTING CARWASH AND
MINI-MART BUILDINGS AND REPLACE THEM WITH ONE LARGE CONVENIENCE
STORE. EXISTING CANOPY WILL BE SHORTENED AND DISPENSER ISLANDS
WILL BE RE-ARRANGED.

AMOUNT OF LAND AFFECTED:

Initially 0.7± acres Ultimately 0.7± acres

WILL PROPOSED ACTION COMPLY WITH EXISTING ZONING OR OTHER EXISTING LAND USE RESTRICTIONS?

☒ Yes☐ No

If No, describe briefly

WHAT IS PRESENT LAND-USE IN VICINITY OF PROJECT?

☐ Residential☐ Industrial☒ Commercial☐ Agriculture☐ Park/Forest/Open space☐ Other

Describe: FAST FOOD ESTABLISHMENTS, GASOLINE STATIONS, SUPER MARKET, ETC.

DOES ACTION INVOLVE A PERMIT APPROVAL OR FUNDING, NOW OR ULTIMATELY FROM ANY OTHER GOVERNMENTAL AGENCY (FEDERAL
STATE OR LOCAL)?☒ Yes☐ No

If yes, list agency(s) and permit/approvals

- 1) TOWN OF NEW WINDSOR PLANNING BOARD
- 2) NYS DOT

DOES ANY ASPECT OF THE ACTION HAVE A CURRENTLY VALID PERMIT OR APPROVAL?

☒ Yes☐ No

If yes, list agency name and permit/approval

1991: VARIANCES, SPECIAL EXCEPTION, SITE PLAN, DOT.

AS A RESULT OF PROPOSED ACTION WILL EXISTING PERMIT/APPROVAL REQUIRE MODIFICATION?

☒ Yes☐ No

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor name:

J. VESICAS

Date:

11-24-97

Signature:

If the action is in the Coastal Area, and you are a state agency, complete the
Coastal Assessment Form before proceeding with this assessment

OVER

II—ENVIRONMENTAL ASSESSMENT (To be completed by Agency)

DOES ACTION EXCEED ANY TYPE I THRESHOLD IN 6 NYCRR, PART 617.12? If yes, coordinate the review process and use the FULL EAF.	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
WILL ACTION RECEIVE COORDINATED REVIEW AS PROVIDED FOR UNLISTED ACTIONS IN 6 NYCRR, PART 617.6? If No, a negative declaration may be superseded by another involved agency.	
<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
COULD ACTION RESULT IN ANY ADVERSE EFFECTS ASSOCIATED WITH THE FOLLOWING: (Answers may be handwritten, if legible)	
C1. Existing air quality, surface or groundwater quality or quantity, noise levels, existing traffic patterns, solid waste production or disposal, potential for erosion, drainage or flooding problems? Explain briefly:	
No	
C2. Aesthetic, agricultural, archaeological, historic, or other natural or cultural resources; or community or neighborhood character? Explain briefly:	
No	
C3. Vegetation or fauna, fish, shellfish or wildlife species, significant habitats, or threatened or endangered species? Explain briefly:	
No	
C4. A community's existing plans or goals as officially adopted, or a change in use or intensity of use of land or other natural resources? Explain briefly:	
No	
C5. Growth, subsequent development, or related activities likely to be induced by the proposed action? Explain briefly:	
No	
C6. Long term, short term, cumulative, or other effects not identified in C1-C5? Explain briefly:	
No	
C7. Other Impacts (including changes in use of either quantity or type of energy)? Explain briefly:	
No	

IS THERE, OR IS THERE LIKELY TO BE, CONTROVERSY RELATED TO POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS?

☐ Yes ☒ No If Yes, explain briefly

III—DETERMINATION OF SIGNIFICANCE (To be completed by Agency)

INSTRUCTIONS: For each adverse effect identified above, determine whether it is substantial, large, important or otherwise significant. Each effect should be assessed in connection with its (a) setting (i.e. urban or rural); (b) probability of occurring; (c) duration; (d) reversibility; (e) geographic scope; and (f) magnitude. If necessary, add attachments or reference supporting materials. Ensure that explanations contain sufficient detail to show that all relevant adverse impacts have been identified and adequately addressed.

- ☐ Check this box if you have identified one or more potentially large or significant adverse impacts which MAY occur. Then proceed directly to the FULL EAF and/or prepare a positive declaration.
- ☐ Check this box if you have determined, based on the information and analysis above and any supporting documentation, that the proposed action WILL NOT result in any significant adverse environmental impacts AND provide on attachments as necessary, the reasons supporting this determination:

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from responsible officer)

Date

TOWN OF NEW WINDSOR
ZONING BOARD OF APPEALS

APPLICATION FOR VARIANCE

97-38

Date: 10/30/97

I. Applicant Information:

- (a) MOBIL OIL CORPORATION 3225 GALLASS RD. FAIRFAX, VA 22037
(Name, address and phone of Applicant) (Owner)
- (b) _____
(Name, address and phone of purchaser or lessee)
- (c) _____
(Name, address and phone of attorney)
- (d) TYREE ENGINEERING, P.C. 125 Commerce Dr. Brookfield, CT 06804
(Name, address and phone of contractor/engineer/architect)

II. Application type:

- ☐ Use Variance ☐ Sign Variance
- ☒ Area Variance ☐ Interpretation

III. Property Information:

- (a) C Rt 94 + Rt 32 (Five Corners) 69 426.2 42,604 sq ft (Gross)
(Zone) (Address) (S B L) (Lot size)
- (b) What other zones lie within 500 ft.? R-4
- (c) Is a pending sale or lease subject to ZBA approval of this application? NO
- (d) When was property purchased by present owner? 12.14.66
- (e) Has property been subdivided previously? NO
- (f) Has property been subject of variance previously? yes
If so, when? 1/1/82, 7/22/91, 9/10/92
- (g) Has an Order to Remedy Violation been issued against the property by the Building/Zoning Inspector? NO
- (h) Is there any outside storage at the property now or is any proposed? Describe in detail: NO

IV. Use Variance.

- (a) Use Variance requested from New Windsor Zoning Local Law, Section _____, Table of _____ Regs., Col. _____, to allow: _____
(Describe proposal) _____

N/A

(b) The legal standard for a "use" variance is unnecessary hardship. Describe why you feel unnecessary hardship will result unless the use variance is granted. Also set forth any efforts you have made to alleviate the hardship other than this application.

(c) Applicant must fill out and file a Short Environmental Assessment Form (SEQR) with this application.

(d) The property in question is located in or within 500 ft. of a County Agricultural District: Yes _____ No _____.

If the answer is Yes, an agricultural data statement must be submitted along with the application as well as the names of all property owners within the Agricultural District referred to. You may request this list from the Assessor's Office.

V. Area variance:

(a) Area variance requested from New Windsor Zoning Local Law, Section 48-12, Table of USE/BULK REQS. Regs., Col. E, G & I.

Requirements	Proposed or Available	Variance Request
Min. Lot Area <u>40,000 sf</u>	<u>38,022 sf (NET) 42,604 sf (GROSS)</u>	<u>PRE-EXISTING / —</u>
Min. Lot Width <u>200 FT</u>	<u>232 ft (RT 94) / 228 ft (RT 32)</u>	<u>—</u>
Reqd. Front Yd. <u>60 FT</u>	<u>Bldg 30.31 (RT 94) / CANOPY 55 / 50.2 ft</u>	<u>30 ft REQUESTED / PRE-EXIST</u>
Reqd. Side Yd. <u>30 FT</u>	<u>Bldg 73.5</u> <u>CANOPY 54.5</u>	<u>—</u>
Reqd. Rear Yd. <u>30 FT</u>	<u>Bldg 23.6</u>	<u>7 ft REQUESTED</u>
Reqd. Street Frontage* <u>N/A</u>	<u>N/A</u>	<u>—</u>
Max. Bldg. Hgt. <u>4' FT NUL - 7.5' FT</u>	<u>Bldg 21.0 FT / CANOPY 18.5 FT</u>	<u>14 ft REQUESTED / PRE-EXIST</u>
Min. Floor Area* <u>N/A</u>	<u>N/A</u>	<u>—</u>
Dev. Coverage* <u>N/A %</u>	<u>N/A %</u>	<u>— %</u>
Floor Area Ratio** <u>0.5</u>	<u>< 0.5</u>	<u>—</u>
Parking Area <u>10</u>	<u>14</u>	<u>—</u>

* Residential Districts only

** No-residential districts only

(b) In making its determination, the ZBA shall take into consideration, among other aspects, the benefit to the applicant if the variance is granted as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant. Also, whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance; (2) whether the benefit sought by the applicant can be achieved by some other method feasible for the applicant to pursue other than an area variance; (3)

whether the requested area variance is substantial; (4) whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and (5) whether the alleged difficulty was self-created. Describe why you believe the ZBA should grant your application for an area variance:

MAINTAINING THE YARD REQUIREMENTS PROHIBITS THE OPTIMUM LAYOUT OF THE PROPOSED SITE RENOVATIONS. THE GASOLINE STATION BUSINESS IS UNIQUE IN THAT INDUSTRY STANDARDS FOR BUILDINGS + LOCATIONS OF CANOPIES, TANKS, PARKING AND DISPENSERS LIMIT SITE DESIGN OPTIONS. THIS BUSINESS HAS EVOLVED TO BE VERY DIFFERENT FROM WHAT IT WAS 20 YEARS AGO. THE PROPOSED IMPROVEMENTS WILL ENHANCE THE 'S CORNER' INTERSECTION AND IMPROVE SITE PARKING + TRAFFIC CIRCULATION.

(You may attach additional paperwork if more space is needed)

VI. Sign Variance:

(a) Variance requested from New Windsor Zoning Local Law, Section _____, Table of _____ Regs., Col. _____.

	<u>Requirements</u>	<u>Proposed or Available</u>	<u>Variance Request</u>
Sign 1	_____	_____	_____
Sign 2	_____	_____	_____
Sign 3	_____	_____	_____
Sign 4	_____	_____	_____
	_____	_____	_____
	_____	_____	_____

(b) Describe in detail the sign(s) for which you seek a variance, and set forth your reasons for requiring extra or over size signs.

(c) What is total area in square feet of all signs on premises including signs on windows, face of building, and free-standing signs?

VII. Interpretation.

(a) Interpretation requested of New Windsor Zoning Local Law, Section _____, Table of _____ Regs., Col. _____.

(b) Describe in detail the proposal before the Board:

VIII. Additional comments:

(a) Describe any conditions or safeguards you offer to ensure that the quality of the zone and neighboring zones is maintained or

upgraded and that the intent and spirit of the New Windsor Zoning is fostered. (Trees, landscaping, curbs, lighting, paving, fencing, screening, sign limitations, utilities, drainage.)

IN AN EFFORT TO ENHANCE THE 5 CORNERS INTERSECTION, MOBIL OIL IS PROPOSING TO DECREASE THE SIZE OF THE CANOPY AND MOVE IT FURTHER FROM RTE 94. LOCATE A NEW ARCHITECT DESIGNED BUILDING FURTHER FROM THE INTERSECTION OF ROUTES 32 + 94 AND IS PROPOSING TO LANDSCAPE AROUND THE PERIMETER OF THE SITE AND IN THE VICINITY OF THE PROPOSED BUILDING.

IX. Attachments required:

- ☒ Copy of referral from Bldg./Zoning Insp. or Planning Bd.
- ☐ Copy of tax map showing adjacent properties.
- ☐ Copy of contract of sale, lease or franchise agreement.
- ☒ Copy of deed and title policy.
- ☒ Copy(ies) of site plan or survey showing the size and location of the lot, the location of all buildings, facilities, utilities, access drives, parking areas, trees, landscaping, fencing, screening, signs, curbs, paving and streets within 200 ft. of the lot in question.
- ☐ Copy(ies) of sign(s) with dimensions and location.
- ☒ Two (2) checks, one in the amount of \$ 150.00 and the second check in the amount of \$ 500.00, each payable to the TOWN OF NEW WINDSOR.
- ☒ Photographs of existing premises from several angles.

X. Affidavit.

Date: 11/6/97

STATE OF NEW YORK)

) SS.:

COUNTY OF ~~ORANGE~~) PUTNAM

The undersigned applicant, being duly sworn, deposes and states that the information, statements and representations contained in this application are true and accurate to the best of his/her knowledge or to the best of his/or information and belief. The applicant further understands and agrees that the Zoning Board of Appeals may take action to rescind any variance granted if the conditions or situation presented herein are materially changed.

Joanne Kunkel
Sworn to before me this

Paul A. Mayo
(Applicant)

6th day of NOVEMBER, 1997

JOANNE KUNKEL
Notary Public State of New York
No. 01KU5085571
Qualified in Putnam County
Commission Expires: Sept. 29, 99

XI. ZBA Action:

(a) Public Hearing date: _____.

(b) Variance: Granted (___) Denied (___)

(c) Restrictions or conditions: _____

NOTE: A FORMAL DECISION WILL FOLLOW UPON RECEIPT OF THE PUBLIC HEARING MINUTES WHICH WILL BE ADOPTED BY RESOLUTION OF ZONING BOARD OF APPEALS AT A LATER DATE.

(ZBA DISK#7-080991.AP)



TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

1763

August 19, 1997

Re: Mobil

(30)

Ms. Rachel Mayo
125 Commerce Drive
Brookfield, CT 06804

Type Engineering

Re: Mobil Oil Corp.
Tax Map Parcel #69-4-26.2

Dear Ms. Mayo:

According to our records, the attached list of property owners are within five hundred (500) feet of the above referenced property.

The charge for this service is \$45.00. Please remit a check to the Town Clerk's office for this amount.

Sincerely,

Leslie Cook
LESLIE COOK
Sole Assessor

/po

cc: ~~Mr. Bernier by ERM~~

V.G.R. Associates
PO Box 334
Lenox Hill Station
New York, NY 10021-0009

Prekas, Steve
3 Warden Circle
Newburgh, NY 12550

Prekas, Steve
c/o ACSIS Foods, Inc.
PO Box 212
Vails Gate, NY 12584

Grana, John
PO Box 317
Vails Gate, NY 12584

Primavera Properties, Inc.
PO Box 177
Vails Gate, NY 12584

Angelo Rosmarino Enterprises, Inc.
PO Box 392
Vails Gate, NY 12584

Amerada Hess Corp.
c/o Dean E. Cole, Mgr.
Property Tax Dept.
1 Hess Plaza
Woodbridge, NJ 07095

MCB Partnership
208 Meadow Ave.
Scranton, PA 18505

FFCA Acquisition Corp.
17207 North Perimeter Dr.
Scottsdale, AZ 85255

TGS Associates, Inc.
15 East Market St.
Red Hook, NY 12571

S & S Properties, Inc.
123 Quaker Rd.
Highland Mills, NY 10930

Conna Corporation
c/o Dairy Mart #6668
One Vision Dr.
Enfield, CT 06082

Brewer, Ella
Box 527
Vails Gate, NY 12584

Brewer, Wilbur & Mary E.
PO Box 610
Vails Gate, NY 12584

McMillen, Mary
PO Box 153
Vails Gate, NY 12584

Brewer, Russell A. Jr. & Ruth Ann
Box 103
Vails Gate, NY 12584

Brewer, Helen & Ida Mae & Michael
PO Box 293
Vails Gate, NY 12584

Deyo, Beatrice &
Hannah Marie & Lawrence Arthur Scherf
PO Box 293
Vails Gate, NY 12584

Central Hudson Gas & Electric Corp.
284 South Ave.
Poughkeepsie, NY 12601

Franchise Realty Interstate Corp.
c/o Colley & McCoy Co.
PO Box 360
Windham, NH 03087

Gardner Fred &
Slepoy, Andrew & William & Jacqueline
104 S. Central Ave., Room 20
Valley stream, NY 11580-5461

Leonardo, Constantine
94-96 Maple St.
Newburgh, NY 12550

Leonardo, Samuel
7 Dogwood Hills Rd.
Newburgh, NY 12550

House of Apache Properties LTD
52 Elm St.
Huntington, NY 11743

Hughes, Terry Scott
18 Ellison Dr.
New Windsor, NY 12553

Mans Brothers Realty, Inc.
PO Box 247
Vails Gate, NY 12584

Vander Mass, Brian K. & Bridgette A.
12 Truex Drive
New Windsor, NY 12553

Fernandez, Michael A. & Mary F.
9 Truex Circle
New Windsor, NY 12553

Gardner Plus 3
104 So. Central Ave.
Valley Stream, NY 11580-5461

4 Acres LLC
104 So. Central Ave.
Valley Stream, NY 11580-5461

PUBLIC NOTICE OF HEARING BEFORE
ZONING BOARD OF APPEALS
TOWN OF NEW WINDSOR

PLEASE TAKE NOTICE that the Zoning Board of Appeals of the TOWN OF NEW WINDSOR, New York, will hold a Public Hearing pursuant to Section 48-34A of the Zoning Local Law on the following Proposition:

Appeal No. 25

Request of MOHIL OIL CORPORATION

for a VARIANCE of the Zoning Local Law to permit:

construction of new convenience store, rework canopy & dispenser aisles,

with insufficient front & rear yards and more than the allowable maximum building height;

being a VARIANCE of Section 48-12 - Table of Use/Bulk Regs., Cols. E,G & I

for property situated as follows:

Intersection of Routes 94 and 32 at Five Corners in Vails Gate, New Windsor,
New York

known as tax lot Section 69 Block 4 Lot 26.2

SAID HEARING will take place on the 24th day of November,
19 97, at New Windsor Town Hall, 555 Union Avenue, New Windsor,
New York, beginning at 7:30 o'clock P. M.

JAMES NOGENT

Chairman

**ZONING BOARD OF APPEALS : TOWN OF NEW WINDSOR
COUNTY OF ORANGE : STATE OF NEW YORK**

In the Matter of the Application for Variance of

Mobil Oil Corp.
Applicant.

#99-38

**AFFIDAVIT OF
SERVICE BY
MAIL**

STATE OF NEW YORK)

) SS.:

COUNTY OF ORANGE)

PATRICIA A. BARNHART, being duly sworn, deposes and says:

That I am not a party to the action, am over 18 years of age and reside at 7 Franklin Avenue, Windsor, N. Y. 12553.

That on 11/7/97, I compared the 30 addressed envelopes containing the Public Hearing/Notice pertinent to this case with the certified list provided by the Assessor regarding the above application for a variance and I find that the addresses are identical to the list received. I then mailed the envelopes in a U.S. Depository within the Town of New Windsor.

Patricia A. Barnhart
Patricia A. Barnhart

Sworn to before me this
7th day of Nov., 1997.

Mary Ann Hotaling
Notary Public

**MARY ANN HOTALING
Notary Public, State of New York
No. 01HO5062877
Qualified in Orange County
Commission Expires July 8, 1998**

Date 12/3/91, 19.....

TOWN OF NEW WINDSOR

**TOWN HALL, 555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553**

TO Frances Roth 168 North Drury La DR.
Newburgh, Ny 12550

DATE		CLAIMED	ALLOWED
11/24/97	Zoning Board Mtg	75 00	
	Misc - 1		
	Reinhardt - 6 27.00		
	Diaz - 4		
	Toyota - 7 31.50		
	Mobil Oil - 24 108.00	189 00	
	42		
		264 00	

MOBIL OIL CORP.

Gerald Jacobowitz, Esq. appeared before the board for this proposal.

MR. NUGENT: Request for 30 ft. front yard, 7 ft. rear yard and 14 ft. maximum building height variance for proposed new structure at Five Corners in a C zone.

MR. JACOBOWITZ: My name is Gerald Jacobowitz, attorney in Walden. We're here on behalf of Mobil and Dainius Virbickas, an engineer is also here and he will join in the presentation. And here's the short form environmental assessment form.

MS. BARNHART: For the record, I sent out 30 addressed envelopes to residents of property owners within 500 feet on November 7.

MR. NUGENT: Okay.

MR. JACOBOWITZ: In 1991, your board granted four variances for this property. The plan we have tonight for your consideration eliminates three of those four variances that you were granted. So we're not looking here tonight to add additional variances on top of what the board's previously granted. Three of the variances that you granted before are becoming moot because of the new plan but that new plan requires some additional consideration on your part. The presentation is going to be participated in by Dainius Virbickas, who's an engineer with the firm that has done the plan and he has four boards that he'd like to put on here to help in his presentation, if that would be acceptable to you.

MR. NUGENT: That is fine.

MR. JACOBOWITZ: Okay, then we'll proceed directly with that, thank you.

MR. VIRBICKAS: My name is Dainius Virbickas, engineer with the firm of Tyree Engineering, P.C. with an office in Brookfield Connecticut and other offices throughout the northeast. What we're here before you tonight

again is regarding the Mobil Service Station that is located at Five Corners section of town, located in the northwest, excuse me, the southwest quadrant of the intersection of Route 32 and 94. What I have this scale is kind of small photographs of the site or views from the site, basically showing surrounding properties and the nature of the area here. We have a direct shot from the tip of the site outward into the intersection of the Five Corners showing the service stations around. We show directly across Route 94, Dunkin Donuts, the diner, Pizza Hut, which is located directly behind our site. We have a photograph of Pizza Hut, Friendly's, the Italian deli as well as McDonald's, which is located directly to the south of this site.

MR. KRIEGER: There's also a gas station across from you and catty-corner to you, Hess, and I believe there is a Sunoco as well.

MR. VIRBICKAS: Yes.

MR. KRIEGER: So it is entirely commercially developed and it's substantial.

MR. VIRBICKAS: Correct and further I guess further westward across Route 94 is the Price Chopper supermarket, nearest residential is located beyond the Price Chopper. What I have got on this board here is just a survey of the property showing the boundary lines, the existing canopy and the convenient market located underneath the canopy as well as the car wash to the rear. These oblong or pill shaped objects are the underground storage tanks where the fuel is kept. We have also got a small remediation shed located to the rear of the site, trash enclosure just in front of that and we're bisecting the site, there's a sanitary sewer easement that cuts that way through the property running roughly east to west. This property is a corner lot which is subjected to two front yards, a side yard and a rear yard and if I may flip to the next board, this will show you basically what the setback requirements are as set by the regulations. There's a 60 foot front yard, 60 foot front yard and 30 foot rear yard and 30 foot side yard. I have also added in a shade in area that is taken away from the developable

area of the property by virtue of this sanitary sewer easement. So basically leaves us with a triangular shape with which to place a building and to conform. What we have proposed on this site I think you have all seen this before is a new convenience building located to the rear of the property just behind the existing tanks, they are not going to be removed. The canopy itself will be cut at both ends, removing the dispenser islands that are out here which are part of the variances granted in the prior applications, we'll be moving back this canopy and taking the dispenser islands that were or they are originally out here now and placing them in the center where the existing convenient mart is located. And by doing this, by moving this canopy further away from the property line we're in a sense clearing up some of the congestion that appears in that center area. Also propose to put in substantial landscaping to help brighten up the area, keep it green during the winter and also some nice low growing crab apple trees, very nice red flowers in the springtime.

MR. KRIEGER: That landscaping is in addition to whatever is there now?

MR. VIRBICKAS: Absolutely. The building itself is a 3,400 square foot convenient mart with a good portion of it going to the office space and storage and rest room facilities, both male and female as well as handicapped accessibility to the building which are the key issues. Now the buildings that most service stations have with a small building located under the canopies don't allow for much storage nor for handicapped accessibility or limited handicapped accessibility. The building facade itself will be glass facade in the front which allows perfect view for safety sake and that way a trooper coming by can see inside, see what kind of activity is going on in the store and offers a view from the store out to the dispenser aisles. It's of key importance to the person working the transaction counter which is located just to the left of the doors, to see all the dispenser islands at any given time. And a typical safety feature, emergency cut off switches are located there, canopy will be fitted with the fire suppression system

which accidentally went off over this summer, I guess things got heated up in the canopy and discharged a whole bunch of white powder.

MR. NUGENT: There's no additional curb cuts except for the ones that you have?

MR. VIRBICKAS: That is correct. Actually, we'll be shifting the curb cuts a little bit and I have sent the plans on to the state, they have come back with some minor comments. They wanted to improve the radii a little bit but keep the curb cuts where they have them.

MR. KRIEGER: You understand regardless of the action taken by this board it doesn't change in any way the curb cut requirements of the state?

MR. VIRBICKAS: Oh, I understand fully what the state says basically is what we have to do.

MR. KRIEGER: If the variances were granted, none of the proposed structures would interfere in any way with the easement that you mentioned before, is that correct?

MR. VIRBICKAS: No, they will not.

MR. KRIEGER: And the car wash that was formally on the property?

MR. VIRBICKAS: Will be removed.

MR. KRIEGER: That will be removed?

MR. VIRBICKAS: Ah-huh.

MR. LUCAS: If it wasn't for the two front yards, they wouldn't need the other front, 30 foot front yard variance?

MR. BABCOCK: That is correct, they have two front yards.

MR. TORLEY: Building height is because of the closeness?

MR. BABCOCK: Right.

MR. VIRBICKAS: Building height is limited, the building at its peak is roughly 21 feet tall but at the edges of the building where the roof itself pitches in rises up in this direction as well as in the direction so there's only a small center portion of the--

MR. TORLEY: Can you tell, show us what that building will look like?

MR. VIRBICKAS: Yes, I have a print. Basically, the building is 12 feet tall at the edges and the roof rises up just to give it the architectural aesthetics, a large flat roof building, I don't think would look very nice.

MR. KANE: New building and the cut back with the canopy don't interfere with the setbacks from the road so whoever comes up 94?

MR. BABCOCK: It's farther back from the road.

MR. KRIEGER: It's an improvement.

MR. BABCOCK: Yes.

MR. TORLEY: You mentioned that several of the previously granted variances would be moot, which ones are we talking about?

MR. JACOBOWITZ: Before there was a 36 front yard variance, under this application, there's a 30 foot front yard variance on the Route 94 side.

MR. TORLEY: Would that also cover the canopy distance?

MR. VIRBICKAS: What actually is happening the original variance that was granted was for this canopy to be at this point being the nearest point of the property line since we're cutting back the canopy itself.

MR. KANE: If they have that variance, do they need this one?

MR. BABCOCK: Yeah, it's a different application, Mike, it's a totally different building.

MR. KANE: Because it's a new structure?

MR. BABCOCK: Yeah, they are basically leveling the whole place and building new.

MR. TORLEY: Does this mean are those variances that you said will be granted moot, you're abandoning?

MR. JACOBOWITZ: That is correct, yes.

MR. TORLEY: So we're not going to--okay.

MR. JACOBOWITZ: And the other was the four foot front yard variance on Route 32 side which we don't--

MR. VIRBICKAS: This one will remain, we don't intend on removing that one.

MR. KRIEGER: Neither increases nor decreases.

MR. JACOBOWITZ: Correct, no change.

MR. VIRBICKAS: Canopy is being cut off at both ends.

MR. KRIEGER: Shortened.

MR. VIRBICKAS: Exactly, that would bring us up to the other variance which was originally required on the side yard here again because we're shortening the canopy on this edge. We no longer need the variance over there.

MR. TORLEY: So what you're asking for now will be only variances applicable to this lot?

MR. VIRBICKAS: That is correct.

MR. KANE: On the four foot front and the existing?

MR. JACOBOWITZ: And the lot area because--

MR. TORLEY: You're retaining a variance for lot area, the four foot front yard on 32 and 30 foot side yard on 94?

MR. KRIEGER: For which you're giving up 36?

MR. TORLEY: And the building height.

MR. JACOBOWITZ: Correct.

MR. TORLEY: And seven foot rear yard and no other previously granted would then be on the lot.

MR. VIRBICKAS: Except for sign variances, those will remain although the sign square footage will be somewhat reduced.

MR. TORLEY: What's the hatched area?

MR. VIRBICKAS: The hatched area, what we had initially intended was to bring the dumpster enclosure closer to the drive area and what ended up happening we found out that there was remediation or remediation taking place on the site and the remediation shed was actually part of the building with the enclosure. So rather than moving the enclosure and potentially interfering with the easement as well, we opted just to leave it so it's just a painted striping.

MR. KRIEGER: Would the remediation shed, do you envision that that will be a permanent structure or is that there so long as the DEC thinks is necessary?

MR. VIRBICKAS: At the last meeting, I stated that we may keep it. I think for the time being, we'll just consider it as temporary structure until the DEC feels that it is completely remediated at which time if Mobil chooses to keep this structure, I imagine we'll be back before the board. And if not, the structure will come down, take care of it that way.

MR. TORLEY: Mike, temporary structure we don't require?

MR. BABCOCK: No, we looked at it as that, the DEC's

requiring that building to be there, they don't want the building there, they didn't want the building there so we looked at it as that was what he had stated last time is that they might keep it for storage or whatever they might do. So I talked to Mark Edsall about redoing, modifying the thing so that we would just give, if they are here for the variance, let them seek the variance and Mark said we really shouldn't do that if it's a temporary structure, they decide to keep it. Once DEC leaves, they'll have to tear it down or come back and successfully get a variance.

MR. TORLEY: It would be too late to add that now, we could not if we wish to we couldn't, would it be improper to add a variance for that shed?

MR. NUGENT: No, I don't think it's necessary.

MR. TORLEY: They want to keep the shed, they are going to go through the process.

MR. KRIEGER: That is correct, I understand your concern, I do commend to you the thought however that this is Mobil Oil, not some little individual.

MR. NUGENT: If there's no further questions by the board at this point, I will open it up to the public. No further questions? Okay, it's open to the public, if you'd like to speak.

MR. BILL SLEPOY: My name is Bill Slepoy. So it okay if I set my stuff here? This is my father, Herb Slepoy, we have an ownership interest in the property that is adjoining Pizza Hut and we don't have a formal presentation but what we do have are questions. And I guess the first thing to say is we're not anti-progress. What we want to find out is what's going to go on so in order to avoid making a problem that exists worse and that problem has to do with traffic. That is a primary concern. When I hear what's going on, it sounds like it's trading variances but I think what's happened from what they originally got their variances, the board at that time felt that it would adequately serve the needs of the community as well as balancing the interests of Mobil Oil. But what

I hear which I believe now maybe if fewer variances will be more detrimental in its impact on the area, as opposed to before. So even though they maybe fewer variances, I think the impact will be more detrimental to the immediate area. And as I said before, the key concern is the traffic pattern around there, as I'm sure you probably all are pretty well aware of that, the Five Corners intersection has gotten to be quite a problem and we know that because of what tenants have said to us. The ability for cars to turn from 32 onto 94, also the buildup of traffic on 94 to make a turn onto 32 has gotten worse over time. And that has hurt us in the sense that tenants now say to us that the area's not as attractive as a tenant because people can't get in and out of parking, of the parking lots of the businesses in the area. What we believe by taking a building structure going from a thousand foot structure to three and a half times that is overtaxing a property. It already services, works as a gas station with 14 pumps with a thousand square foot building. Now they are saying and this is one of the questions, they want to make it into a 3,500 or 3,400 square foot building. The retail space they say is 1,400 square feet, the question is what's the 2,000 additional square foot going to be that is going to be used for and how what kind of assurances if they say that it is going to be for storage, I see the use being gas and convenient store and the question is what's the entire building going to be used for. Because that is going to generate more traffic, more traffic creates more problems on the roads and thereby impacting all the businesses, not just on 94 but on 32. So that is my first question to the board is what is that spacing go to be used for. We have seen that there are a number of convenient stores in the area. We have also seen and therefore this would be the largest of all the convenient stores in the area, so it is quite large for a convenient store. So obviously, it's going to generate more traffic than what currently exists unless they hold it down to the 1,500 square feet, that is where there is a little question. The other question we have seen gas stations in the past do what's called co-branding where they brought in fast food convenient stores into a building and they operate that out of the same structure that they operate a convenient store.

That of course as you know with fast food generates a lot of traffic. So that is a concern and the question that we have, the question is and this is where I see there's no variance as far as parking because they say they need ten, they are giving you 13 parking spaces and the question is for a 3,600 square foot building whether that is really a fair amount of parking. When you look at the McDonald's next door is a 2,400 square foot building, they have over 50 parking spaces. The Pizza Hut is about 2,000 plus in square footage, they have over 30 parking spaces. Here's a 3,400 square foot structure, they are saying 13 parking spaces so something just doesn't seem to be in keeping unless it's going to be solely storage. If that is the case, that is what I am here to find out. The other question is and I don't know because when we went to the property to take a look, the traffic flow in off of 94 are cars going to continue just coming in or how is it going to flow because when you look at what happens because of the buildup, cars will go through in order to get onto 32 rather than sit in the traffic and that as an owner next door is not my primary concern, the one who's really going to be concerned with that is Mobil but it is an impact. The other question which directly impacts us and this is another question is they at the time when they granted the variance for the car wash, were given that because there was a setback and my old records show that there was a rear yard setback, this may have been what was proposed and it may have been changed, I don't know the actual square footage. But the rear yard on the car wash was 13 feet, I saw in there is they are only saying that the setback as it currently exists on the car wash, Dad, I need help.

MR. NUGENT: Seven foot, car wash is being eliminated.

MR. BILL SLEPOY: I understand we're taking what was considered at that time a change or it was not as of right now they want to make it so I guess I'm questioning whether it's only the seven feet or seven feet from what is currently there. I'm saying that I think they had greater amount, granted a greater variance way back when. I'm just trying to figure out how far back from what's currently there. But the

question is from our point of view, if they move the structure further towards 94 and they are going to make it from I don't know the height of the car wash, but if they are going to make it into a 21 foot building, then obviously, that is going to block the visibility of our Pizza Hut and the store next door to that so that impacts our location. It's going to not allow us to get what we market and what they are doing is they would be taking advantage of a situation with the rules changing. We abide by certain setbacks and everyone operates within that, but to give another landowner or another business an added advantage by changing the rules, doesn't seem to be fair to what we have at stake and that is a concern for us. The question I have is what's the height of the existing car wash? And if that is ten feet, then you figure a building that is going to be twice the size plus going to be closer to 94, so it will kill off all visibility of the Pizza Hut. One last question as far as traffic count question was was the DOT consulted as far as the impact it will have and I guess I would ask cause I know that that has been a major concern they have restructured that whole area now they have repaved it and I know they have acknowledged that it is a problem area and the DOT has always said that is a terrible intersection for the people in the community. So as far as we're concerned, if it really is a 3,400 square foot building with an existing 14 pump gas station, it's way too much use for that property in an area that already has an existing problem. And just my understanding when I last looked last year the car count on Route 32 is about 16,000 cars a day and Route 94 about 8,000 cars a day. That is a lot of cars. That was before the Price Chopper went in. So as you see, it's a problem. We enjoy having business in the area but now when people now say you know it's so bad there that we don't even want to shop there because we can't even get through. That is what we see this making a problem worse, the idea that Mobil when they went and built this five years ago and got their variances they have the means by which to go and tear down and start over again until they get it right. The problem is there is such a problem in that location if the board were to grant these variances, there's no way they can ever remedy the situation. So there's a greater risk to allow the

property to be overburdened than the reward of bringing more to the community. So that is all I have. My father was going to fill in.

MR. HERBERT SLEPOY: I just want to, gentlemen, I just want to say that this evening, when we drove up before we came here, we went to the site. And this is what I saw at the site. We pulled into the gas station, we sat there a little bit and cars were coming from 94, cutting across to 32 to avoid the corner, okay. We also noted nobody could get out, cars were stacked up from the corner back to the, I'd say almost the automobile supply store. Now, you're going to take and put a convenient store back there again which is going to hopefully they are going to generate more because you don't spend that kind of money on 3,600 square feet just for storage. So the hope is that they'll generate a greater amount of traffic to make this thing pay and if they do that, then of course you can even imagine people trying to get out. In order to get out, you had to fight the guy who was coming down so that you know everybody was jockeying to go, I'm beating you out, you're beating me out, and that was what you had this evening. I also feel that and I think my son addressed that point, this is a 14 pump station, I don't think there are, you can count that many stations in Orange County that have 14 gas pumps which will tell me or tell you gentlemen that 14 pumps is a hell of a station and a lot of traffic in order to pump, I would tell you and I don't know the numbers but my experience tells me they do probably 2, 2 1/2 million gallons a year. There are very few stations in the United States that pump that kind of money. Now, here they are coming along and saying hey, that is not enough, we want to even generate more money out of this place, all right. I think it's uncalled for. They are traipsing on my value next door and saying we don't care what's behind there, if you can be seen or you can't be seen, doesn't matter, we're going to build a 1 or two story building, we're going to put a point to it, we're going to come up from 60 feet, we're coming down to 30 feet. I mean you know, I am a tax payer as they are a tax payer and I think I'm entitled to some protection under the code and under zoning which says everybody should be set back at least 60 feet. You gentlemen were very

magnanimous by giving them what you did previously. Now they are saying that wasn't enough, we want more. So, what also scares me is today it's 3,600 square feet of so-called, I call it a mini-supermarket, and what will it be tomorrow when you have an existing building of 3,600 square feet. Possibly can turn it into a sit down kind of situation cause that will generate even more money. Only ten car spaces, all right. It will never end and meanwhile, the community is suffering and struggling and battling. I think my personal feeling is traffic study should be done, I think that the DOT should be consulted for their opinion as to what they feel the impact will be. I will guarantee you that they are scratching their heads how do we solve that problem at those Five Corners. It's an unsolvable solution and if you are going to help compound it then of course it will even get worse and I think that in itself would tell you that Mobil is Mobil, as the gentleman said, but they don't know when to stop. Okay, 14 pumps is not enough gasoline that they want which will also generate more money. Thank you.

MR. NUGENT: Thank you very much. I'll close the public hearing and open it back up to the board. I think that they need some questions answered.

MR. JACOBOWITZ: Yes, I'd like to try to answer those for the board for the record tonight if I might.

MR. NUGENT: Yes.

MR. JACOBOWITZ: There aren't going to be more pumps added to the site. The site plan for this project has to go to the planning board for their approval and the plan that has been submitted there aren't more pumps.

MR. HERBERT SLEPOY: There are 14 now.

MR. JACOBOWITZ: We're not adding anymore pumps so the attraction for more cars to come in and get gas it's not because there will be more pumps there. Five Corners is a very busy place and it's a great place to try to do business in the Town of New Windsor, as I think you're all witness to by virtue of what you have seen built in that area over the years, it's a great

place to do business, that is probably why these folks chose to build a Pizza Hut as close to the corners as they were able to buy land to build a Pizza Hut. So to condemn this project because it is economically viable, and economically successful is really not an appropriate comment for the board. If Pizza Hut brings cheese to the edge and brings in 5,000 more customers a week, that is good for them. The public wants that, the public is going to get it at Pizza Hut, they advertise Pepsi Cole who owns Pizza Hut, they advertise millions of millions of dollars to get people to come into Pizza Hut, that is the American way. We're not doing anything here that is going to exacerbate the traffic conditions. Now, as far as traffic conditions go, applied to DOT, they are the ones who control what happens on and off the state highways at this intersection. They chose not to require traffic study, they have reviewed the application, they are processing it and they'll respond to the town and to us with a letter of whatever. And so far it's merely a technical matter of radius of turning areas and that is what they are requiring, they are not ringing their hands and jumping out of windows up at Burnett Boulevard because of the traffic problem at the Five Corners, contrary to what the characterization is if they wanted to, they would make that known to the Town of New Windsor as response to the application that has been made and they have not done so. The building layout, the building is the size that we have indicated. The retail selling area is around 1,400 to 1,500 square feet depending on whether you include a counter area as part of retail square footage, the number of parking spaces is based on what your ordinance requires under those circumstances. If we needed more parking, then we have, we would have had to ask for a variance for it. Obviously, the building department did not determine that we needed more parking than is shown on the property on this plan. So, there's no need for more parking based on the nature of the use that is going there. There is already a use basically the same as what's proposed here on this property. It takes up approximately a thousand square feet. The car wash is approximately a thousand square feet. The car wash attracts cars to this site. That is being eliminated. So if it is a matter of what's going to attract more

people to this site the car wash is there, it's attracting people to the site, it will no longer be there. If it attracts more people to this site for gas, because the convenient store is a different configuration and slightly larger, there's nothing inherently wrong with that. Now whether there will be more or less cars because there's no car wash and there's a convenient store is really not an issue for the DOT that controls this intersection. And I think that is an adequate explanation for this issue, I mean it's a scare issue, the detrimental impact to the immediate area, there is gas stations across the street in two directions, there is a diner that is fairly new, across the street on Route 94.

MR. KRIEGER: Three gas stations, actually.

MR. JACOBOWITZ: Okay, there are three, the shopping center has been revitalized since we were in for this 1991 variance. And that shopping center has brought traffic to that area. And it's to the benefit of everyone the more cars that come to the shopping center the more cars there are who will go to Pizza Hut, the more cars will come to the Mobil. That is the nature of the C zone that you have created in the town to get economic development here. The tenants' complaints, I'm not sure I understand what that is. They own their property, they have a lease with Pizza Hut or Pepsi Cola and whether it's got 50 more years to run or 20 more years, whether the rent is 35 dollars square foot or 12 dollars a square foot hasn't been raised here. There is no basis for their claim that there's any kind of economic detriment to them, they put nothing in the record, they are establishing that merely some vague generalizations, I don't think that is the appropriate basis for you to deny this request. There is no evidence of economic detriment in this area. The law on these kinds of variances has changed since we were here in 1991. The state has tried to make it more intelligible and more meaningful and the standard when you balance the benefit to the applicant if you grant the variance against what the detriment to the health, safety and welfare of the neighborhood or community is that is the standard that you use to decide whether to grant area variances and that is what this is. And to

accomplish that you have five tests that you have to apply, one of them is whether the desired change will alter the character of the neighborhood or create a detriment to the neighborhood by virtue of the variance if you granted them. The neighborhood as is shown on the photographs of the intersection and its immediate environs is commercial. This is going to be a new investment of dollars at this location with a new building. The canopies are going to be cut back substantially so that the bulk size of this is going to be reduced to the, for perception and to the eye and it's a neat, clean, modern facility, it was that way in 1991, it's that way today and it will be that way after and if you grant the variances and the project is completed. That is the way this property owner takes care of their property. Can the variance be obtained by some other way? I think that the reality here is the configuration of the property and the restraint that is here by virtue of the sewer easement, when you get done and because it's a corner, so you really have created a situation where actually I think even if you meet the yards, the height of the building is a problem for most buildings because of the nature of the standard of four inches of height for every foot but to the nearest boundary. So it's a very difficult needle to thread to come within your ordinance because of the way that those things work. And when you have a lot that is somewhat an irregular shape and that irregularity is compounded by the sewer easement that goes through, cutting, slicing through diagonally, it makes using it and meeting those area variances very difficult. So, to find some other way to solve this is very difficult, yes, if the easement were not here or if it were not 30 feet, the building could be located differently. But it isn't that way, that easement is there and it's a town easement, a sewer line goes through there that the town has, the easement was granted by Mobil to the town. It's a reality and it's very hard to try to work around such a reality and find some other way of meeting the need. There is also some very significant other physical factors, the tanks are right here, and this area is not going to be disturbed. There is a requirement that the building not be more than a hundred feet away from the emergency switch offs at the pumps and we just meet it here from all

directions to the pumps. So we have got those factors that we must live with as well. So trying to eliminate these area variances under these circumstances is very difficult. As I mentioned before, there's an intrinsic restriction that is difficult. If you meet the 30 foot rear yard and that is the shallowest yard that you have at four inches, that is 120 inches, that is ten feet so you can't have a building more than ten feet, if you meet the rear yard of 30 feet. So you immediately have this intrinsic problem to solve because of that dimension. The third test is will the proposed variance have an adverse affect or impact on the physical or environmental conditions in the district or the neighborhood. We're not changing anything. This is a gasoline service station, that is what it is, that is what it's going to be. The physical changes here are basically removing one building, two buildings replacing it with a single building, it's a permitted use in this zone, there's no new environmental or physical problems being created. The tanks are all remaining in the same place as I indicated no additional pumps eliminating the car wash, we're going to reduce the volume of water that we need from the town system and correspondingly, we will reduce the amount of sewage discharge into the town system and the town sewer plant is already at its theoretical limit for DEC purposes. So there is a moratorium in effect, we'll substantially reduce the amount of water that we're using and discharging. There will be some more water available for other users in the town and sewage disposal available, some other users in the town by virtue of that. Now, one other thing with respect to the physical changes there will be an increase in the green area and the corresponding reduction in the impervious area and I think on the plan had the green on it, you can see that there's a very substantial amount of area that is going to be green here with plantings and we think that is going to enhance the appearance of the corner and of this property. The fourth test is whether the difficulty is self-created. The problem doesn't arise because of any self-created condition. The lot is the size it is. The sewer easement is where it is, it's a corner lot and your zoning law has the dual requirement that you have both sides are front, okay. The shape of the lot creates a

bit of a problem because as you can see, it converges so it gets more toward the back. And the last part of it is the market dynamics, we didn't create the market conditions that exist in 1997 in the United States for service stations. It's changed. We all used to remember the garage that went in that had two pumps and you went there because you got your car serviced and taken care of and repaired and the tires changed and I'm dating myself I think that is not the way it is anymore. Now, a service station provides a larger gambit of service to the automobile driver and that is the kind of need that has to be satisfied if you want to stay in business. Pizza Hut brought the cheese to the edge of the pizza pie because that is what they thought the public wanted. It's somewhat where we are, we don't have pizza pies but we're trying to make sure that we're modern and competitive. You know when you come in and you ask for these things, the question is, you know, what are you giving, you're getting, what are you giving. I think I have covered a number of those kinds of things and I don't want to take more of your time repeating the same thing, I know you have been attentive but we're not trying to capture the world, we're just trying to make sure this location maintains competitive to the marketplace that we're in by providing a modern facility that is going to be attractive and is going to be appropriate utilization of the land. If there's any other questions, I'd be more than happy to answer it.

MR. NUGENT: I have one question that they brought up, in regards to the square footage of the store area, whatever you want to call it, is that in fact do you have a layout of it?

MR. JACOBOWITZ: Yes.

MR. HERBERT SLEPOY: You make a statement about and I just want to address that and my son has something to to say. You say Pizza Hut brought to the edge, okay.

MR. JACOBOWITZ: The cheese.

MR. HERBERT SLEPOY: Except they didn't do it on somebody else's back, they did it within the confines

of their present building, not infringing with a 3,600 square foot building which now affects the adjoining property, steals his visibility, height and depth, they did it with a 60 foot setback because that is the requirement, not come in and say we want to add more cheese, we now want 30 feet, okay. They did it within the confines of the code and whatever they do, they do it in code with no special variances to accomplish and infringe on other people's properties and values. So just for the record.

MR. NUGENT: Address the bench, not him.

MR. HERBERT SLEPOY: That is what I feel we are encountering some of the things that the gentleman has brought forth to the board.

MR. BILL SLEPOY: The only thing I would add he made reference to it being a scare issue as far as the traffic is concerned and I don't feel that people in the community would feel that is a scare issue, it's a real issue people face every day, obviously the gentleman doesn't drive through that intersection on a daily basis. I don't know the coverage of this lot, are they going to be using more coverage on the building that presently exists or is it the same coverage or less coverage?

MR. TORLEY: Total developed area is less.

MR. JACOBOWITZ: Less.

MR. NUGENT: Less coverage.

MR. BILL SLEPOY: As far as the building goes?

MR. TORLEY: Total area.

MR. BILL SLEPOY: Okay, I'm saying though as far as building coverage is it more or less?

MR. VIRBICKAS: About 25 square foot more.

MR. BILL SLEPOY: You're saying that a 1,200 square foot convenient store and 1,000 foot--

MR. VIRBICKAS: And the canopy.

MR. BILL SLEPOY: I'm talking about the business generated.

MR. KANE: That is coverage in--

MR. NUGENT: Anything that is covered on the ground.

MR. BILL SLEPOY: Then I'm using the wrong language. What I'm trying to get at is the fact if you take what currently exists, structures that add up to 2,200 square feet and add additional thousand square feet, the intent is bringing more business to the location. The fact that they are doing away with the car wash and replacing that with a 3,600 3,400 square foot building, it's with the intent of doing more business than what was currently being done at the time at the car wash. So the idea is to bring more traffic to the area, the idea of an area supporting the use, the question then is if we come to the board and say I can build a ten foot building, and have people occupy that building is that thereby an anti-competitive request for other people, is it anti-competitive for a neighbor of mine to say that is over using the property, what this gentleman is saying because people will support that business, it's thereby beneficial to the neighborhood no matter how extreme it gets and no matter how much the community has to pay. We're not trying to prevent Mobil from making money, we're all here to make money. The question is what do other people have to pay in order for Mobil to make more money. And that is the objection that I have and that I take from his comment about us as land owners building a building, well we built it within the code. We're not asking you to build a ten foot building on that site. If the area will support it, then maybe if this is what happens it makes one think twice. The other point what we're asking for the board to consider these questions that we ask and we would be glad because he did make a comment that we offered nothing to the record as far as values, we would be glad to bring in an expert to talk about value and the impact it will have on our location. Common sense would say if you block a

visibility of a site at a very busy traffic intersection and leaves everyone to guess what exists there, it's going to hurt the property value and we'll be glad to provide the board with an expert that can offer that into the record. So that is what I have to say.

MR. HERBERT SLEPOY: I have one more thing to say. The gentleman talks about the DOT having no concerns. The fact is, they didn't really ask them, the DOT doesn't come in and say hey, I have got great concerns, they have got to be asked. Mobil didn't ask, up to this point nobody has asked for their opinion and therefore, that is where you haven't heard, they don't volunteer to come in and say I just don't like what's being done. They were asked about a curb cut, sure, on curb cut, there was nothing wrong. We're moving another two feet, if you make this little change and that little change, that we'll recognize and accept but take it on the whole picture, then I think it might be a little different story. And I think that if you brought a traffic consultant and asked him what he thought, I think then you're getting a professional opinion, not Mobil's opinion of the issue and I think it should be studied professionally and on a major scale because it's going to have a major concern for years to come, which is going to be undoable and you're taking from a, talking 3,600 square foot building, where will we go with that 3,600 square foot building, this layout is fine. Next year, it's a whole different layout, a different use on a piece of land that was intended to be a gas station, not supermarket and gas station and car wash and bank. When does it stop? Okay, that is all, I think I have made my point. Thank you.

MR. NUGENT: I want to close the public hearing at this point and open it back up to the board.

MR. KRIEGER: Addressing myself first to the applicant. You have to understand that if the variances that you seek here are granted, you're still before construction subject to site plan review by the planning board.

MR. JACOBOWITZ: Yes, sir.

MR. KRIEGER: And that includes environmental review?

MR. JACOBOWITZ: Correct.

MR. KRIEGER: Which includes but is not limited to the entire question of traffic, it's also going to include but not be limited to the number of parking spaces.

MR. JACOBOWITZ: Correct.

MR. KRIEGER: This is not the last time that you will be addressing those questions, regardless of what this board does. Next is a question if the building height variance that you seek is granted, will the building that is constructed appear to be substantially higher than the surrounding buildings to a person viewing them?

MR. VIRBICKAS: It's, it will be blocked by the canopy, it's the peak of the roof will be lost in the actual canopy, the canopy height is generally to the bottom is 15 feet and to the top is about 18 feet. So as you view it from a distance, the canopy will be blocking the top of it.

MR. KRIEGER: So it will be blocking the view if someone were foolish to stand in the middle of Five Corners?

MR. VIRBICKAS: I was almost that foolish to take pictures.

MR. KRIEGER: Will the canopy height, if these variances are granted, will the canopy height change from what it is currently?

MR. VIRBICKAS: Not at all.

MR. KRIEGER: Last question addressed to Mr. Jacobowitz you said you referred to the requirement that the pump shut-off be within a hundred feet of the pumps, this requirement is contained in the state building and fire code or where?

MR. VIRBICKAS: In FBA 30-A fire codes.

MR. NUGENT: Any other questions by our members? I think that the subject has been discussed at great length.

MR. TORLEY: Mr. Chairman, will you entertain a motion?

MR. NUGENT: Yes, I will.

MR. LUCAS: One quick question. Can we vote as a package or can it be voted on separate issues?

MR. NUGENT: I think this one has to be voted on as a package because it's three variances that are required for one building, it's not something we can tear apart.

MR. TORLEY: I would like to make a motion we approve the request for 30 foot variances with one proviso and I would request help from the attorney and the attorney from the applicant, we spoke briefly earlier about wiping out all variances, is it possible for you guys at this point to arrange to have that in there?

MR. KRIEGER: That is in the record so if the variances that you propose were granted, they would be barred from using any of the prior variances, they would have been as you correctly termed it abandoned.

MR. TORLEY: And that is--

MR. JACOBOWITZ: I orally represented that on the record and when Mr. Krieger does the resolution, he will I'm sure specifically identify those by date and decision number and whatever else is needed to make sure that we're all on the same page.

MR. TORLEY: In that case, I will make the motion we grant the variances.

MS. OWEN: Second it.

ROLL CALL

MS. OWEN	AYE
MR. TORLEY	AYE

69-4-76.2

OFFICE OF THE CLERK OF THE SUPREME COURT
 County of Orange, New York

THE CHANCERY RECORDS COMPANY, 25 FRANK ST., N. Y. C.

1759 498

This Indenture,

Made the 14th day of December, Nineteen
 Hundred and Sixty-six,

Between EDWARD J. DOWNEY and MARY G. DOWNEY, both residing at
 Route 94 (no number), Salisbury Mills, New York, and CATHERINE F.
 Downey residing at 246 Liberty Street, Newburgh, New York,
 as Executors under the last Will and Testament of

MARY G. DOWNEY,
 late of the City of Newburgh, County of Orange, State of New York,
 deceased, parties of the first part,
 MOBIL OIL CORPORATION, formerly named
 and / SOCONY MOBIL OIL COMPANY, INC., a New York Corporation, withxxxx
 offices at 150 East 42nd Street, Borough of
 Manhattan, City, County and State of New York,
 party of the second part:

Witnesseth That the parties of the first part, by virtue of the power and authority to
 them given in and by said last Will and Testament, and in consideration of
 ONE HUNDRED TWENTY-FIVE THOUSAND - - - (\$125,000.00) - - - Dollars,
 lawful money of the United States,

part, do hereby grant and release unto the part y paid by the part y of the second
 its successors of the second part,
 and assigns forever,

PARCEL I

that certain lot, piece or parcel of land with the buildings
 thereon, situate, lying and being in the Town of New Windsor, County
 of Orange and State of New York, and more particularly bounded and
 described as follows:-

BEGINNING at a point formed by the intersection of the northerly
 line of lands owned by the City of New York and used for an aqueduct
 with the westerly line of New York State Route 32, and running thence
 North 39° 13' West 156.32 feet; thence North 50° 47' East 60 feet;
 thence North 39° 13' West 250 feet; thence South 50° 47' West 60 feet;
 thence North 39° 13' West 263.30 feet; thence North 4° 06' 30" West
 52.07 feet; thence North 77° 20' East 544.06 feet; thence South 29° 50'
 East 54.10 feet; thence South 12° 04' West 318.10 feet; thence South
 10° 56' West 338.16 feet to the point or place of beginning.

PARCEL II

ALL that certain lot, piece or parcel of land with the buildings
thereon, situate, lying and being in the Town of New Windsor, County

of Orange and State of New York, and more particularly bounded and described as follows:-

BEGINNING at a point formed by the intersection of the southerly line of lands of the City of New York used for an aqueduct and the westerly line of New York State Route 22, and running thence South 12°35' West 40.84 feet; thence North 76° 23' West 228.15 feet; thence North 37° 06' East 174.90 feet; thence South 39° 13' East 197.92 feet to the point or place of beginning.

ABOVE described parcels "I" and "II" being a portion of premises devised by Joseph Downey to his sisters, CATHERINE F. DOWNEY and MARY G. DOWNEY, by Will probated September 12, 1933 in the Orange County Surrogate's Office; and also being a portion of premises subsequently devised by said CATHERINE F. DOWNEY to said MARY G. DOWNEY for life with remainder to Edward J. Downey, nephew, and Ann Elizabeth Downey, Margaret Merritt, Mary G. Downey, Catherine F. Downey and Ella B. Downey, nieces of said decedent, Catherine F. Downey, and who are also nephew and nieces of her sister, the said life tenant, MARY G. DOWNEY.

The aforesaid MARY G. DOWNEY, sister of aforesaid Joseph Downey and Catherine F. Downey, having subsequently died June 23, 1966, leaving a Last Will and Testament, probated in the Orange County Surrogate's Office July 12, 1966, whereunder letters testamentary were issued to instant grantors named as executors under said will.

un1759 n 497

126166

PERMANENT EASEMENT FOR CURB CHANNELIZATION

A permanent easement to be exercised in, on and over the property above delineated and hereinafter described for the purpose of constructing, reconstructing and maintaining thereon curb channelization and appurtenances in and to all that piece or parcel of property hereinafter designated as Parcel No. 142 being a portion of Section 69, Block 4, Lot 26.2, as shown on the Official Tax Map, situate in the Town of New Windsor, County of Orange, state of New York, as shown on the accompanying map and described as follows:

Parcel No. 142

Beginning at a point on the westerly boundary of the existing Remburgh-Woodbury highway at the intersection of the said boundary with the division line between the property of Franchise Realty Interstate Corporation (reputed owner) on the south and the property of Mobil Oil Corporation (reputed owner) on the north, said point being 55± feet distant westerly, measured at right angles, from station NM17+20± of the hereinafter described survey baseline for the reconstruction of Remburgh-Woodbury, State Highway No. 42; thence westerly along said division line 3± feet to a point 50± feet distant westerly, measured at right angles, from station NM17+20± of said baseline; thence through the property of Mobil Oil Corporation (reputed owner) the following two (2) courses and distances: one (1) North 0°-17'-37" West, 90± feet to a point 57.20 feet distant westerly, measured at right angles, from station NM18+09.77 of said baseline; and two (2) North 0°-17'-57" West, 106± feet to a point on the westerly boundary of said existing highway, the last mentioned point being 55± feet distant westerly, measured at right angles, from station NM19+16± of said baseline; thence along the last mentioned boundary of said existing highway, the following two (2) courses and distances: one (1) southeasterly, 2± feet to a point 55± feet distant westerly, measured at right angles, from station NM19+15± of said baseline; and two (2) southerly, 195± feet to the point of beginning; being 433 square feet or 0.010 acres more or less.

Reserving, however, to the owner of any right, title or interest in and to the property described above and such owner's successors or assigns, the right of using said property and such use shall not be further limited or restricted under this easement beyond that which is necessary to effectuate its purposes for, and as established by, the construction and as so constructed, the maintenance, of the herein identified project.

The above mentioned survey baseline is a portion of the 1986 survey baseline for the reconstruction of the Remburgh-Woodbury, State Highway No. 42, as shown on a map and plan on file in the Office of the State Department of Transportation and described as follows:

Beginning at station NM7+96.850; thence North 0°-48'-54.7" West to station NM28+00.000.

All bearings referred to TRUE NORTH at the 74°-20' MERIDIAN of WEST LONGITUDE.

Unauthorized alteration or addition to a survey map bearing a licensed surveyors seal is a violation of Section 7209 Subdivision 2 of the New York State Education Law.

I hereby certify that this is an accurate

"B" MATCH

P. 4/5

08/17/10 OCT 28 '97 10:51 AM CONTROL POINT ASSOCIATED PLANS

4

P.5/5

00/17/OCT 28 '87 DESIGN CONTROL POINT ASSOCIATED PLANS

and mapped above is necessary for this project and the acquisition thereof is recommended.

DATE: June 23, 1988

W. H. Kikillus
W. H. KIKILLUS, REGIONAL DESIGN ENGINEER
FOR THE REGIONAL DIRECTOR OF TRANSPORTATION
REGION 8



survey, prepared under my direction.

DATE: June 22, 1988

Lester T. Olsson
LESTER T. OLSSON, SENIOR LAND SURVEYOR
P.L.S. LICENSE NO. 49370

MATCH → "B"

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
DESCRIPTION AND MAP FOR THE ACQUISITION OF PROPERTY

MEMPHIS-MOOREBURG
S.H. 42
ORANGE COUNTY

MAP NO. 103

PARCEL NO. 142

TOTAL AREA = 4334 Sq.Ft.
or
0.101 ± Acre

MOBIL OIL CORPORATION
(Reported Owner)

Description and map of property in and to which an easement as hereinabove defined, is deemed necessary by the Commissioner of Transportation to be acquired by appropriation in the name of the People of the State of New York for purposes connected with the highway system of the State of New York pursuant to Section 30 of the Highway Law, and the Eminent Domain Procedure Law.

There is excepted from this appropriation all the right, title and interest, if any, of the United States of America, in or to said property.

Pursuant to statute set forth above and the authority delegated to me by official order of the Commissioner of Transportation, the above description and map are hereby officially approved; and said description and the original tracing of this map are hereby officially filed in the Office of the Department of Transportation.

Date SEPTEMBER 21 1989


D. J. CONNETT, Director
Real Estate Division

I have compared the foregoing copy of description and map with the original thereof, as filed in the Office of the Department of Transportation and I do hereby certify the same to be a true and correct copy of said original and of the whole thereof.

Real Estate Division

5

Date 11/6/97, 19.....

TOWN OF NEW WINDSOR

TOWN HALL, 555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

TO Frances Roth 168 North Drury La DR.
Newburgh Ny 12550

DATE			CLAIMED	ALLOWED
10/27/97	Zoning Board Mtg		75 00	
	Misc - 1			
	Walsh - 4			
	Jaczko - 2			
	Vandermere - 2			
	Mobil Oil - 6 \$27.00			
	Polyworks - 9			
	Hannone - 3			
	Metaling - 20 19			
	Franklin/Destinta - 8		243 00	
	<u>54</u>		<u>318 00</u>	

October 27, 1997

10

MOBIL OIL CORPORATION

MR. NUGENT: Request for 30 ft. front yard, 7 ft. rear yard and 14 ft. maximum building height variance for proposed new structure at Five Corners in Vails Gate.

Mr. Dainius L. Virbickas of Tyree Engineering, P.C. appeared before the board for this proposal.

MR. VIRBICKAS: My name is Dainius Virbickas. I'm with Tyree Engineering in Brookfield, Connecticut. Just briefly, what Mobil Oil wishes to do, this is currently located at Five Corners section of town at the intersection of Routes 32 and 94, it's currently the location of a Mobil Oil service station with the long dispenser island canopy across the front of the site, with a one thousand roughly square foot convenient store underneath the canopy. And the car wash along the rear of the property, what Mobil Oil wishes to do at this time is to demolish the existing building underneath the canopy and car wash and build a remote 3,400 square foot convenient store on the site. In order to do this, some variances will be required, including a front yard setback off of Route 94 roughly 30 feet here, roughly a 7 foot setback off the rear property line as well as a height variance for the building. The allowable building height now is about 8 feet based on its distance from the rear property line and Mobil proposes to the peak of the roof roughly 21 feet.

MR. TORLEY: 21 feet?

MR. VIRBICKAS: Including the peak, yes.

MR. NUGENT: All other buildings that are on the property now will be gone?

MR. VIRBICKAS: Except for the exception of the canopy itself.

MR. NUGENT: The actual canopy, the canopy and dispensers, the canopy will be reconfigured currently, let me show you on the survey just a little bit.

October 27, 1997

11

MR. TORLEY: Gray area on the other side was the existing structure?

MR. VIRBICKAS: Correct. What we propose to do is cut back the canopy and cluster the dispensers under a smaller canopy, this way provides good view from the transaction area inside the building of all the dispensers and what is happening outside.

MR. TORLEY: So, actually, one of the variances you required previously was for the canopy encroaching on the side yard that is actually being removed?

MR. VIRBICKAS: Well it will be removed to a point.

MR. TORLEY: It's a lesser.

MR. VIRBICKAS: Correct, we're lessening this one but increasing the one that was required for the car wash.

MR. TORLEY: Where is the car wash?

MR. VIRBICKAS: It's roughly in this portion of the property.

MR. TORLEY: Are you encroaching any further on the back line than the car wash was?

MR. VIRBICKAS: Car wash itself is roughly 41 feet from the rear property line and the building now at its nearest point is roughly 24 feet to the property line, about 14 feet further back and this is partially because of a sanitary sewer easement that crosses the southerly portion of the property. Wasn't for that, we could shift things and configure it a little bit differently, it's forcing us out into the street.

MR. TORLEY: Are you actually further closer to 94 than the car wash was, given the angle of the lot?

MR. VIRBICKAS: Yes, we are. Right now the car wash is roughly 61 feet and we'll be 30 feet.

MR. NUGENT: I can hear the guy next door coming in for line of sight.

MR. TORLEY: Well, I'd frankly be glad to see the canopies reduced in scope.

MR. NUGENT: Much neater looking.

MR. VIRBICKAS: What it is going to do is consolidate the site and it may allow for well, right now, the way the canopy, the structure under the canopy there is a whole bunch of blind spots when you are trying to travel around the building. This way from moving the building out from underneath the canopy, all the activity will be out in front and everything in the store will be set back away from it all.

MR. REIS: What's the southwest corner, what's that?

MR. VIRBICKAS: This is a remediation shed right now, New York State DEC is overseeing the remediation of the site. I can get you some information on that.

MR. TORLEY: That hatched area is what?

MR. VIRBICKAS: This hatched area is just existing pavement that is going to be striped to provide access to the dumpster enclosure and the remediation shed. The initial plans that we had gone before the planning board with propose demolishing the shed here and putting a new dumpster enclosure over at this portion of the site and we have since changed the site plan a little bit to not propose a new dumpster enclosure and leave the existing one where it is just because of the expense.

MR. TORLEY: Didn't you get a variance? Was there a variance for the existing dumpster and remediation shed?

MR. VIRBICKAS: That I'd have to check.

MS. BARNHART: No.

MR. TORLEY: Mike, would that require one?

MR. BABCOCK: Well the reason we didn't say is because

October 27, 1997

13

the plan we have says is to be removed so we didn't.

MR. TORLEY: We'll stick it in with the others.

MR. VIRBICKAS: Right and I have got additional plans, to whom should I give them to?

MR. NUGENT: We have a set.

MS. BARNHART: We already have a set.

MR. VIRBICKAS: These have just been revised just to show keeping the remediation shed there.

MS. BARNHART: These are dated July 1, '97?

MR. VIRBICKAS: We revised the date straight through today.

MS. BARNHART: Then you have an extra set.

MR. VIRBICKAS: I have got four sets.

MS. BARNHART: We would like to have one.

MR. TORLEY: Do you want to get your new one now Mike?

MR. NUGENT: He is going to have to go back to the planning board then right?

MR. BABCOCK: Jim, I think since that he is, my feeling is that I don't think it's really a big deal. The building's existing, the planning board did approve it for the original site and I understand might tear down the dumpster area, tear down the dumpster area and move it when it's already existing. He's got to go back to the planning board after he gets the variances if he's successful. I think what he has to do is we have to do a new denial to include it, I just told him about that.

MS. BARNHART: I just told him about that.

MR. TORLEY: We don't run into anything with SEQRA on this do we?

October 27, 1997

14

MR. KRIEGER: No, not for this. SEQRA review as necessary will be done by the planning board upon site review.

MR. VIRBICKAS: Is it something that can be done currently with the zoning board of appeals application?

MR. KRIEGER: Since it is an area variance that is sought, or area variances that are sought, it's not necessary for the Zoning Board of Appeals to do a SEQRA review. It will be necessary for the planning board to do it when it gets there if it gets there.

MR. VIRBICKAS: Okay.

MR. REIS: What's the total square footage of the new building?

MR. VIRBICKAS: New building is roughly 3,400 square feet.

MR. REIS: How much is the existing building?

MR. VIRBICKAS: The entire size of the building will be 2,400 roughly square feet larger than what currently exists, existing building I think is 960 square feet.

MR. TORLEY: I'm happy to see the canopies get shrunken down but I will ask you this. When you get to the public hearing why do you need a 20 foot high building?

MR. VIRBICKAS: To give the peak roof, that is why it is required but we'll come back with that at the hearing.

MR. REIS: Accept a motion?

MR. NUGENT: Yes.

MR. REIS: Make a motion that we give Mobil Oil Corporation public hearing on their requested variance.

MS. OWEN: Second it.

ROLL CALL

October 27, 1997

15

MR. REIS	AYE
MS. OWEN	AYE
MR. TORLEY	AYE
MR. NUGENT	AYE

MS. BARNHART: I think I sent some of the paperwork to Rachael, I'm not sure if I sent all of it, I think she's got the initial procedure, but you can take the rest of these.

MR. KRIEGER: When you come back, if you would address yourself to the criteria set forth on that sheet, I would appreciate it, since that is the criteria, those are the criteria that the state mandates that must be considered and I will need to look at the deed and title policy of the property when you come back again, I don't need to keep them, just look at them.

MR. TORLEY: Do we have a proxy on file or are we going to need one if he's not the owner?

MR. KRIEGER: If he's not the owner, yes.

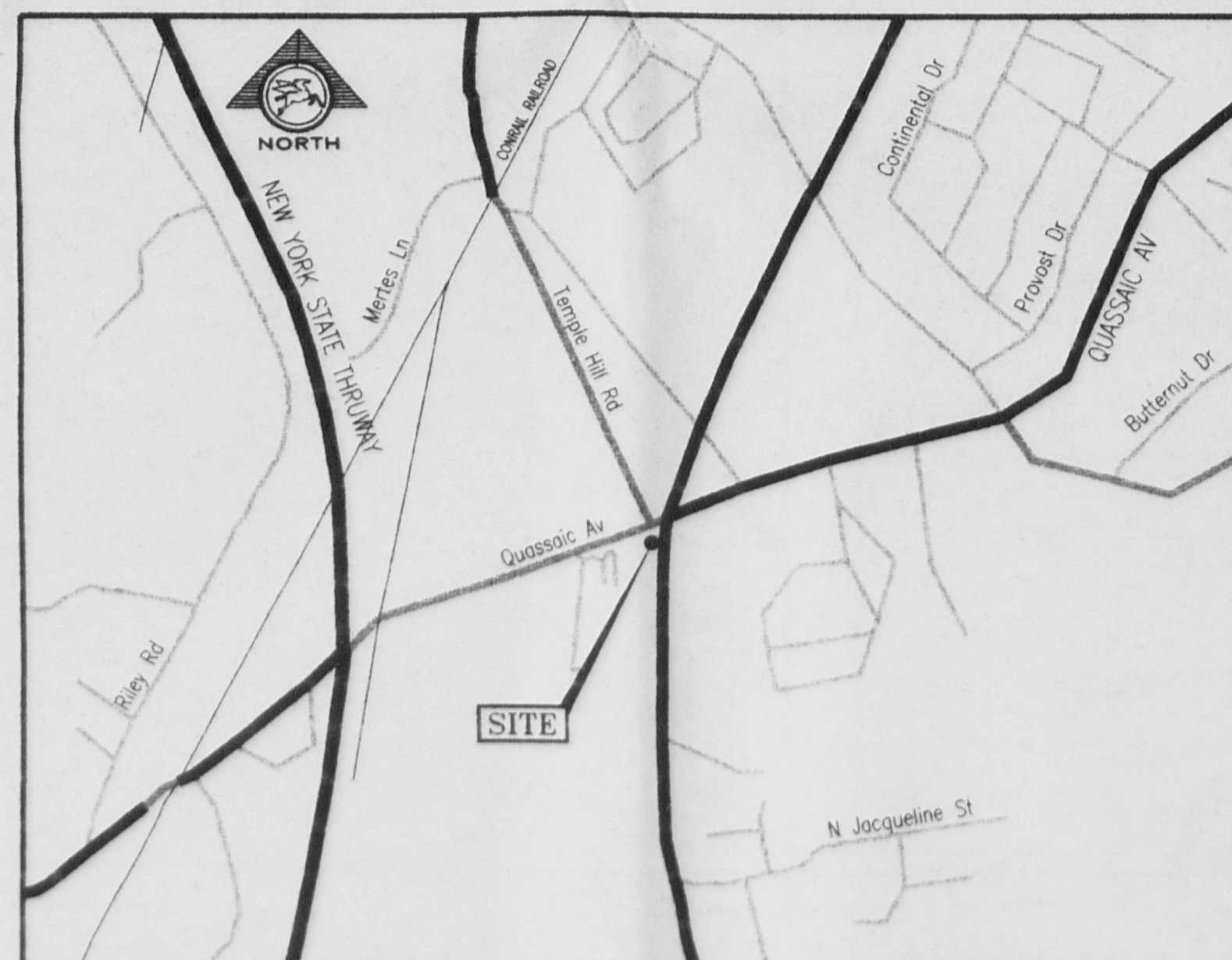
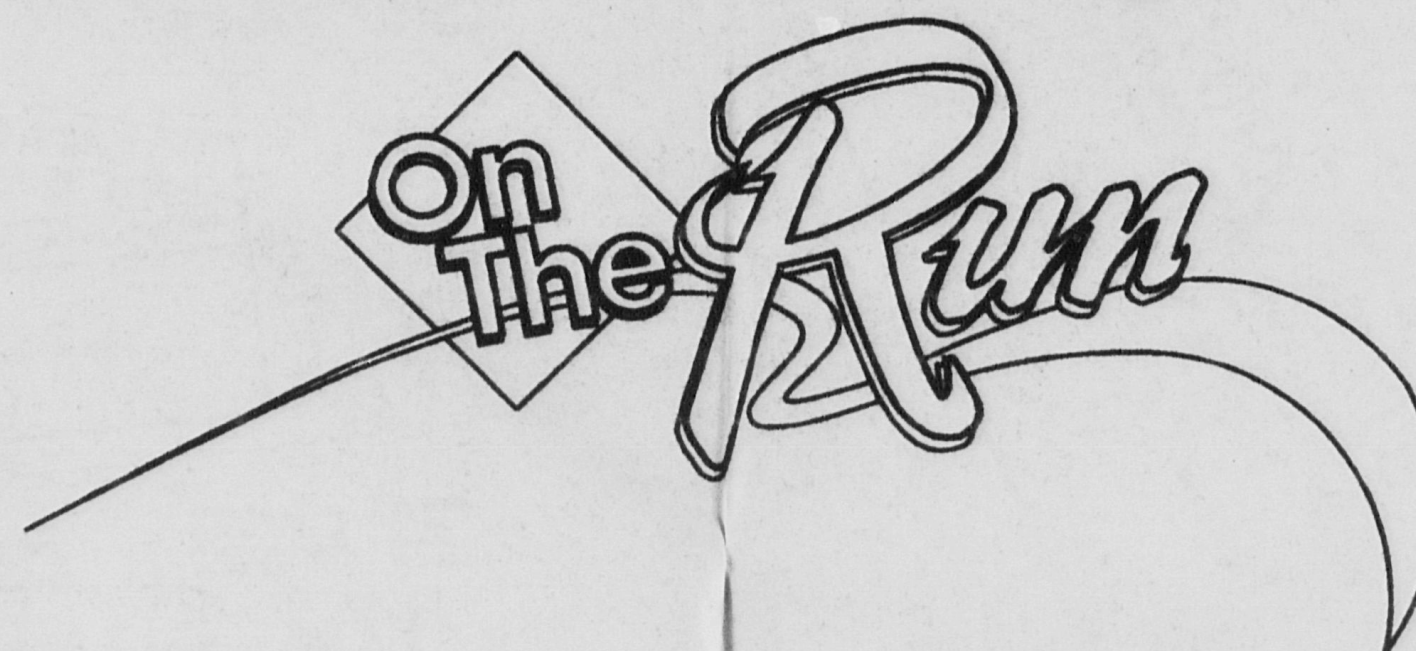
MR. BABCOCK: We have a proxy in the planning board file. I don't know whether that is the same.

MS. BARNHART: Just give me a copy of it, Mike.

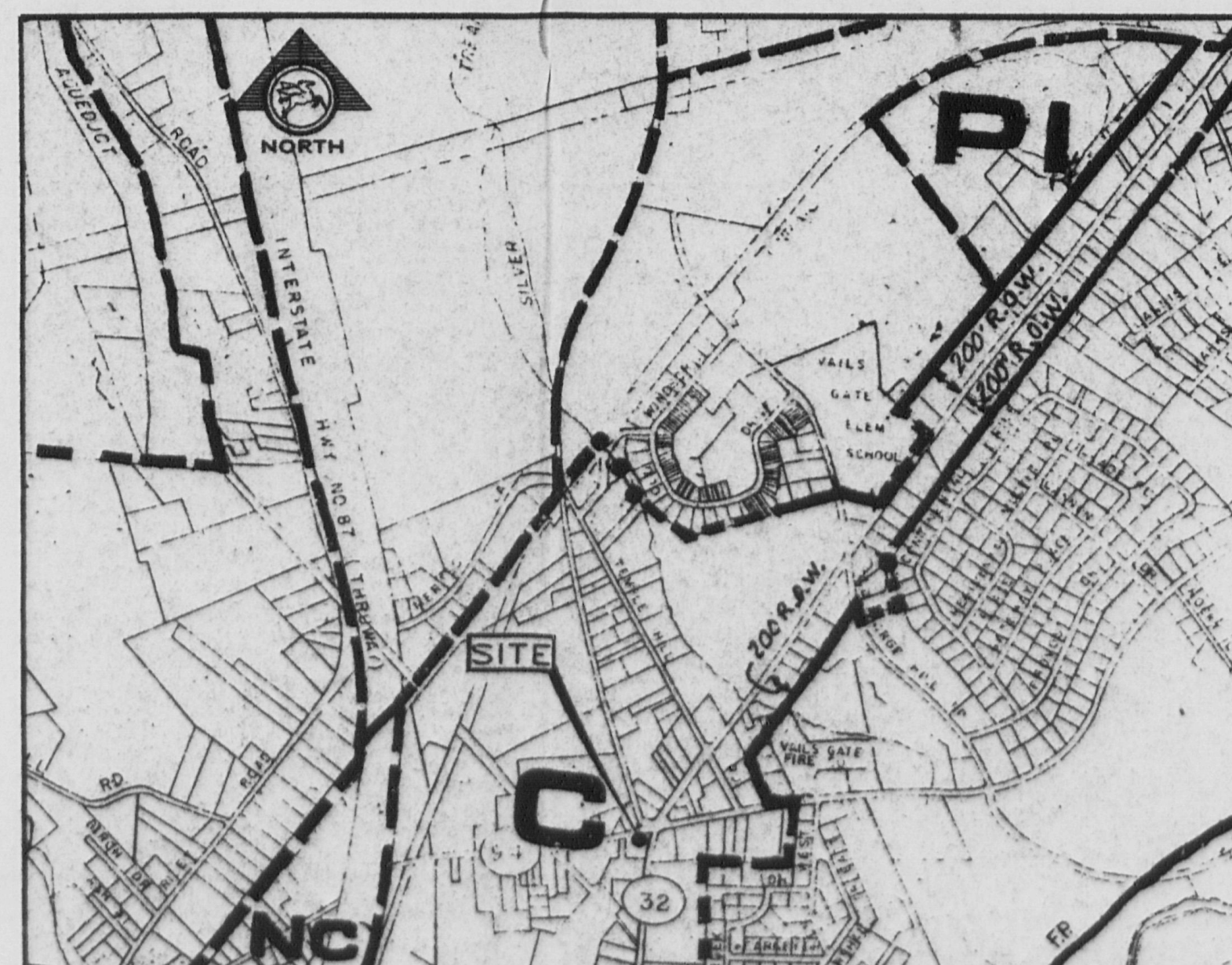
MR. NUGENT: Okay, I guess you're all set.

MR. VIRBICKAS: That is the easy part. Thank you very much.

PROPOSED SERVICE STATION
SS# 17-N2X
1001 ROUTE 94 & ROUTE 32
NEW WINDSOR, NEW YORK
PREPARED FOR
Mobil Oil Corporation



LOCATION MAP
NOT TO SCALE



KEY MAP
NOT TO SCALE

BOARD APPROVALS	
CHAIRMAN	DATE
SECRETARY	DATE
ENGINEER	DATE

INDEX OF SHEETS

DRAWING No.	SHEET No.	DESCRIPTION of SHEETS
D6057CV1	1	COVER SHEET
C97181	2	BOUNDARY & TOPOGRAPHICAL SURVEY
D6057SS1	3	SITE PLAN
D6057SG1	4	GRADING & UTILITY PLAN
D6057SL1	5	PLANTING PLAN
D6057SI1	6	LIGHTING PLAN
D6057SD1	7	SITE DETAILS
D6057EL1	8	PROPOSED BUILDING ELEVATIONS
D6057CP1	9	PROPOSED CANOPY ELEVATIONS
D6057SN1	10	PROPOSED SIGN DETAILS
D6057TT1	11	TRUCK TURNING PLAN
D6057FL1	12	PROPOSED FLOOR PLAN

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-852-7862) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

Tyree Engineering, P. C.

• Civil & Consulting Engineers
• Traffic Engineers
• Surveyors

Phone: (203) 740-9280 125 Commerce Drive
BROOKFIELD, CT 06804

FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALBANY, NY STERLING, VA

Environmental & Site Planners
Geotechnical Engineers
Project Managers

"ON THE RUN"

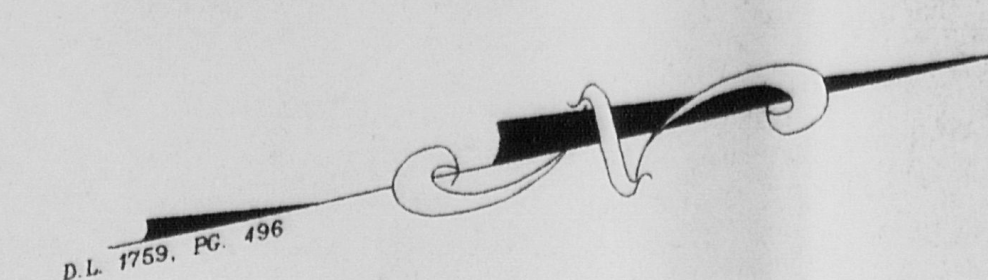
COVER SHEET

MOBIL OIL CORPORATION

SS # 17-N2X
1001 ROUTE 94 & ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL
CHECKED BY: DLV
DATE: 7/1/97
SCALE: AS NOTED
DRAWING No: D6057CV1
PROJECT No: D66057
SHEET: 1

WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBIL. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBIL. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY:
© 1996 MOBIL



VICINITY MAP

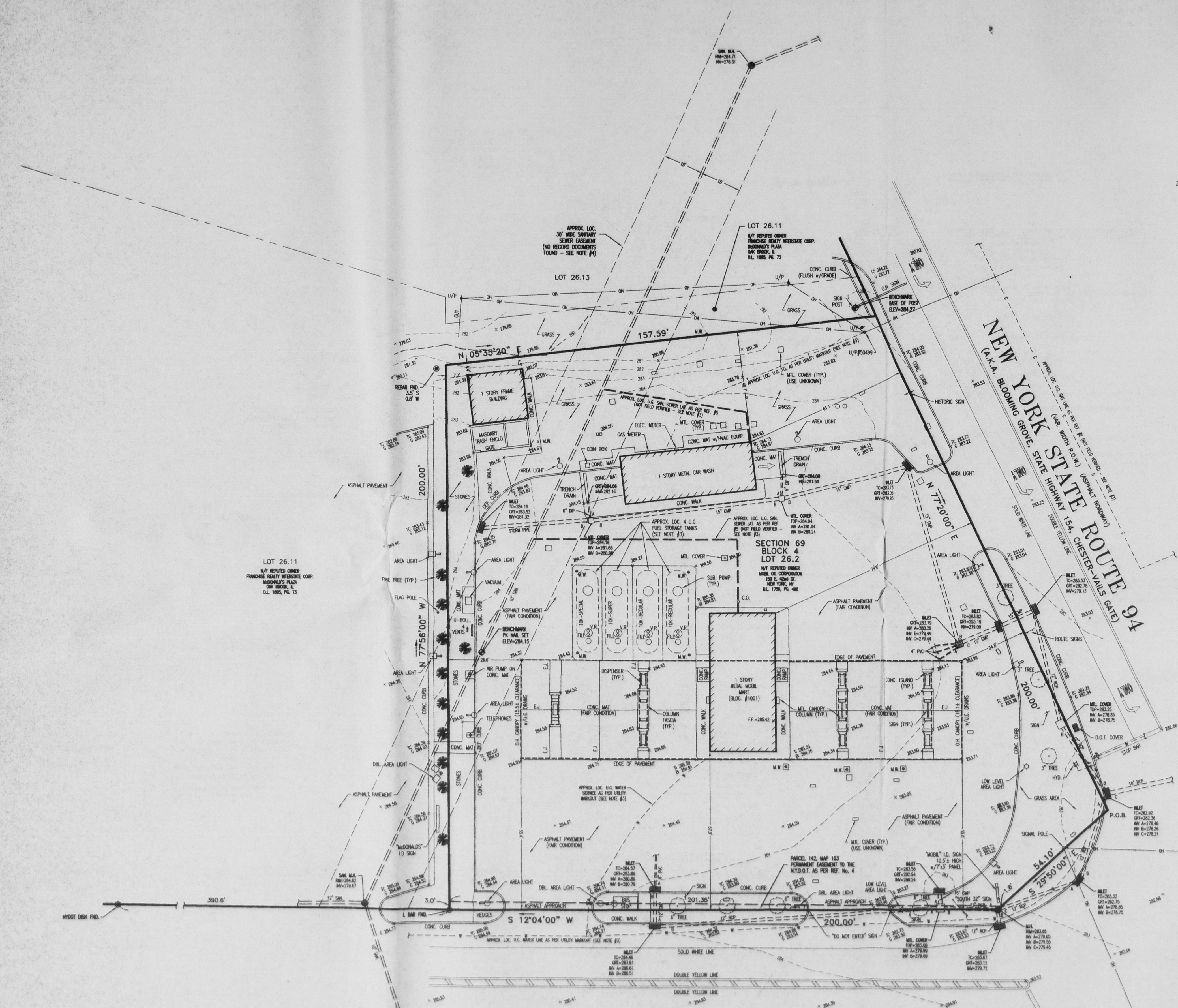
- NOTES:
1. PROPERTY KNOWN AS LOT 26.2, BLOCK 4, SECTION 69 AS SHOWN ON THE TAX MAP OF THE TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK
 2. AREA = 42,604 S.F. OR 0.978 AC.
 3. LOCATION OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. ALL LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE, AND TYPE BY THE PROPER UTILITY COMPANIES
 4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT
 5. THIS PROPERTY MAY BE SUBJECT TO RESTRICTIONS, COVENANTS AND/OR EASEMENTS, WRITTEN OR IMPLIED
 6. UNDERGROUND TANK SIZES WERE OBTAINED FROM INFORMATION RECEIVED FROM STATION MANAGER OR EMPLOYEE. ALL SIZES AND LOCATIONS ARE APPROXIMATE & ARE SUBJECT TO FIELD VERIFICATION
 7. ELEVATIONS ARE BASED UPON NEW YORK D.O.T. DATUM, REF. MAP #1
 8. AS PER DISCUSSION WITH STATION PERSONNEL, SITE IS SERVICED BY NATURAL GAS. THE GAS SERVICE LINE FROM THE GAS MAIN ON NORTH SIDE OF ROUTE 94 TO METER IN BACK OF CAR WASH WAS NOT MARKED OR EVIDENT IN THE FIELD
 9. PROPERTY MAY BE SUBJECT TO RIGHTS OF THE PUBLIC THAT LIE WITHIN THE ROAD BED OF ROUTE 94.

- REFERENCES:
1. MAP ENTITLED "AS-BUILT REVISIONS, 20' PLAN-ROUTE 32" PREPARED BY THE STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION, REGION 8, SHEET 299 OF 96
 2. MAP ENTITLED "AS-BUILT REVISIONS, 20' PLAN-ROUTE 32.94 & 300" PREPARED BY THE STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION, REGION 8, SHEET 301 OF 96
 3. MAP ENTITLED "AS-BUILT REVISIONS, 20' PLAN-ROUTE 94" PREPARED BY THE STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION, REGION 8, SHEET 401 OF 96
 4. NEW YORK STATE DEPARTMENT OF TRANSPORTATION DESCRIPTION AND MAP FOR THE ACQUISITION OF PROPERTY, "NEWBURGH-WOODBURY, S.H. 42, ORANGE COUNTY" MAP NO. 103, PARCEL NO. 142
 5. SEWER LATERAL CONNECTION SKETCHES PROVIDED BY CAMO POLLUTION CONTROL, INC. DATED 4-20-72

UTILITIES:

THE FOLLOWING COMPANIES WERE NOTIFIED BY THE NEW YORK STATE ONE-CALL SYSTEM (1-800-962-7962) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST.

UTILITY COMPANY	PHONE NUMBER
MCI	614-856-2552
TIME WARNER CABLE	718-463-4100
CENTRAL HUDSON GAS & ELEC.	800-527-2714
NEW WINDSOR WATER & SEWER	914-563-4613
NYNEX	914-644-7600
ORANGE CO. DPW SEWER & TRAFFIC	914-294-7951
AT&T	914-357-9940



LEGEND

- 123 --- EXISTING CONTOUR
- x 123.45 EXISTING SPOT ELEVATION
- x 10 123.45 EXIST. TOP OF CURB ELEVATION
- x 6 123.45 EXIST. GUTTER ELEVATION
- HYDRANT
- UTILITY VALVE
- OVERHEAD WIRES
- APPROX. LOC. UNDERGROUND GAS LINE
- APPROX. LOC. UNDERGROUND WATER LINE
- APPROX. LOC. UNDERGROUND TEL. LINE
- UTILITY POLE
- TRAFFIC SIGNAL

NEW YORK STATE ROUTE 32
(A.K.A. STATE HIGHWAY 42, NEWBURGH-WOODBURY HIGHWAY)

GRAPHIC SCALE
1 inch = 20 ft

1. HEREBY CERTIFY THAT THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THAT THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS. THAT THE PROPERTY LINES AND RELATIONSHIP OF BUILDINGS AND OTHER STRUCTURES TO THE PROPERTY LINES AND THE LAND INDICATED HEREON IS CORRECT, AND THAT THERE ARE NO ENCROACHMENTS OF BUILDINGS OR STRUCTURES ONTO SAID LAND EXCEPT AS SHOWN.

THE OFFSETS SHOWN ARE NOT TO BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

NOT VALID UNTIL SEALED

GREGORY S. GALLAS
NEW YORK PROFESSIONAL LAND SURVEYOR #50124

DATE

FIELD DATE: 6-12-97

F/R NO.: 97-13

F/R PL.: 110

DRAMA: J.D.B.

CHECKED: P.J.

NEW NO.: 9

DATE: 6-19-97

SCALE: 1"=20'

FILE NO.: C97181

SHEET NO.: 1 OF 1

BOUNDARY & TOPOGRAPHICAL SURVEY
MOBIL OIL CORPORATION
1001 ROUTE 94 AND ROUTE 32
LOT 26.2, BLOCK 4, SECTION 69
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

SS#17-N2X

Central Point Associates, Inc.
776 MOUNTAIN BLVD.
WATCHUNG, N.J. 07060
(908) 648-9899
LAND SURVEYING THE NORTHEASTERN USA

1555 BUSTARD ROAD, SUITE 50
MILLSVILLE, PA 19043
(215) 412-9055

PROJECT No: 0



N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73
APPROX. LOC. PROPOSED
30' WIDE SANITARY SEWER
EASEMENT

PROP. 1500 GALLON GREASE TRAP (H2O LOADING)
W/HEAVY DUTY, WATER TIGHT RISERS TO GRADE

PROP. CLEAN-OUT TO GRADE
PROP. 4" PVC SDR35 @ 2.0% MIN. OR APPROVED
EQUIVALENT (UNLESS OTHERWISE NOTED)

PROP. 6" PVC SDR35 @ 1.0% MIN.

PROVIDE CONNECTION IN ACCORDANCE
WITH NEW WINDSOR SEWER DEPT.
(CHIMNEY CONNECTION OR APPROVED
EQUIVALENT)

PROP. CLEAN-OUT TO GRADE INV. = 281.90

TRENCH DRAIN TO BE REMOVED
6" DIP TO BE REMOVED

METAL COVER, STRUCTURE AND ASSOCIATED PIPING TO BE REMOVED

STORM PIPE TO BE REMOVED
PROP. INV. = 281.32

LOT 26.11
N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73

EXIST. SANITARY LATERAL CONNECTION TO
BE ABANDONED/SEALED IN ACCORDANCE
WITH NEW WINDSOR SEWER DEPT.

PROP. ST. MH.
RIM = 283.75±
INV. IN = 281.25
INV. OUT = 281.15

PROP. BUS STOP
F.F. = 285.10

PROPOSED LEGEND

- CURBING
- CONTOUR
- SPOT ELEVATION
- TOP OF CURB ELEVATION
- BOTTOM OF CURB ELEVATION
- CATCH BASIN
- STORM MANHOLE
- AREA LIGHT
- UNDERGROUND GAS LINE
- UNDERGROUND WATER LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND TELEPHONE LINE
- SANITARY SEWER PIPE
- STORM DRAIN PIPE
- RCP
- SMOOTH BORE CORRUGATED POLYETHYLENE PIPE
- REINFORCED CONCRETE PIPE

WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION
AND TRADE SECRETS OF MOBIL. ANY UNAUTHORIZED DISCLOSURE OF THE WORK
OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK
IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBIL. ALL RIGHTS RESERVED.
SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPEAR:
©1995 MOBIL

EXISTING LEGEND

- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXIST. TOP OF CURB ELEVATION
- EXIST. GUTTER ELEVATION
- HYDRANT
- UTILITY VALVE
- OVERHEAD WIRES
- APPROX. LOC. UNDERGROUND GAS LINE
- APPROX. LOC. UNDERGROUND WATER LINE
- APPROX. LOC. UNDERGROUND TEL. LINE
- APPROX. LOC. UNDERGROUND ELEC. LINE
- UTILITY POLE
- TRAFFIC SIGNAL
- DRAINAGE INLET
- MANHOLE
- STORM DRAIN PIPE

(VAR. WIDTH R.O.W.) (ASPHALT ROADWAY)

NEW YORK STATE ROUTE 32

(A.K.A. STATE HIGHWAY 42, NEWBURGH-WOODBURY HIGHWAY)

SCALE: 1" = 20'

EXIST. TELEPHONE SERVICE TO BE REROUTED
TO PROP. BUILDING. CONTRACTOR TO VERIFY
EXIST. LOCATION IN FIELD WITH TELEPHONE
COMPANY.

PROP. ELECTRIC SERVICE (CONTRACTOR
TO COORDINATE WITH ELECTRIC
COMPANY REGARDING LOCATION AND
APPROPRIATENESS OF EXISTING SERVICE
AND/OR LOCATION OF NEW SERVICE)

PROP. GAS SERVICE TO BE CONNECTED TO
EXISTING GAS SERVICE. CONTRACTOR IS TO
COORDINATE WITH GAS COMPANY REGARDING
LOCATION, CONDITION AND APPROPRIATENESS
OF SIZE OF EXISTING SERVICE AND/OR
LOCATION OF NEW SERVICE

PROP. CLEAN-OUT TO GRADE INV. = 281.0

TRENCH DRAIN TO BE REMOVED

PROP. ROOF DRAIN 6" PVC SDR 35 @ 1.0%

15" CMP TO BE REMOVED

6" DIP TO BE REMOVED

MTL. COVER, STRUCTURE AND ASSOCIATED PIPING TO BE REMOVED

15" CMP TO BE REMOVED

INLET TO BE REMOVED

MATCH EXISTING CURB

PORTION OF 15" CMP TO BE REMOVED

PROP. STMH
RIM = 283.53
INV. IN = 279.80±
INV. OUT = 279.70±

PROP. 1" COPPER WATER SERVICE
CONTRACTOR IS TO COORDINATE WITH NEW
WINDSOR WATER DEPARTMENT REGARDING
SERVICE CONNECTION AND IS TO VERIFY THE
LOCATION OF THE EXISTING SERVICE TO THE
BUILDING.

PROP. ROOF DRAIN
INV. = 280.45±

PROP. ROOF DRAIN
INV. = 280.45±

APPROX. LOC. U.G.
SAN. SEWER LAT.
TO BE ABANDONED

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

PROP. ROOF DRAIN
INV. = 281.35±

UTILITIES:

THE FOLLOWING COMPANIES WERE NOTIFIED BY THE NEW YORK STATE ONE-CALL SYSTEM
(1-800-962-7962) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING
AND SERVING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS
BASED UPON THE UTILITY COMPANIES' RESPONSE TO THIS REQUEST. SERIAL NUMBER(S)
1863992

UTILITY COMPANY

MCI	614-856-2552
TIME WARNER CABLE	718-463-4100
CENTRAL HUDSON GAS & ELEC.	800-527-2714
NEW WINDSOR WATER & SEWER	914-563-4613
NYNEX	914-644-7600
ORANGE CO. DPW SEWER & TRAFFIC	914-294-7951
AT&T	914-357-9940

PHONE NUMBER

614-856-2552
718-463-4100
800-527-2714
914-563-4613
914-644-7600
914-294-7951
914-357-9940

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION"
(1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR
TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED
FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND
OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER
SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE
DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE
PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR
FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS
OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY
THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF
CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT
ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE
CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE
DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

GRADING NOTES:

- CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHY AND
UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION.
CONTRACTOR TO ENSURE 0.75% MIN. SLOPE AGAINST ALL GUTTERS TO PREVENT
PUDDING. ANY DISCREPANCIES SHALL BE IMMEDIATELY PROVIDED IN WRITING
TO THE ENGINEER OF RECORD.
- LOCATION OF ALL EXISTING AND PROPOSED SERVICES ARE APPROXIMATE AND MUST BE
CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCEMENT
OF ANY CONSTRUCTION OR EXCAVATION. SANITARY SEWER AND ALL OTHER UTILITY
SERVICES CONNECTION POINTS SHALL BE CONFIRMED INDEPENDENTLY BY THE
CONTRACTOR IN THE FIELD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. ALL
DISCREPANCIES SHALL BE REPORTED IMMEDIATELY IN WRITING TO THE ENGINEER OF RECORD.
CONSTRUCTION SHALL COMMENCE BEGINNING AT THE LOWEST POINTS. CROSSINGS WITH
EXISTING UNDERGROUND INSTALLATIONS SHALL BE FIELD VERIFIED BY TEST PIT
PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT SHALL BE FREE OF ORGANICS
AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE,
SUBBASE IS TO BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL COMPACTED
TO 95% OPTIMUM DENSITY (AS DETERMINED BY MODIFIED PROCTOR METHOD).
- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND
SPECIFICATIONS AND STANDARDS OF THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE
RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE
MATERIALS AND REPLACING WITH SUITABLE MATERIALS. ALL EXCAVATED OR FILLED AREAS
SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER A.S.T.M.
TEST D-1557. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2%
ABOVE NOR 3% BELOW OPTIMUM. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT
PREPARED BY A QUALIFIED, LICENSED, SOILS ENGINEER, CERTIFYING THAT THE SUBBASE
WITHIN THE AREAS TO BE PAVED HAS BEEN COMPACTED IN ACCORDANCE WITH THESE
PLANS AND SPECIFICATIONS.

GENERAL NOTES:

- OWNER OF RECORD - MOBIL OIL CORPORATION
- PROPERTY KNOWN AS LOT 26.2, BLOCK 4, SECTION 69 AS INDICATED ON THE TAX MAP OF
THE TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK.
AREA = 42,604 S.F. OR 0.978 AC.
- PROPERTY LINES, ELEVATIONS AND EXISTING SITE FEATURES ARE PER A PLAN ENTITLED "BOUNDARY &
TOPOGRAPHIC SURVEY, MOBIL OIL CORPORATION, 1001 ROUTE 94 AND ROUTE 32, LOT 26.2, BLOCK
4, SECTION 69, TOWN OF NEW WINDSOR, SS#17-N2X, ORANGE COUNTY, NEW YORK, DATE: 6-19-97,
SCALE: 1"=20', FILE NO. C97181, PREPARED BY CONTROL POINT ASSOCIATES, 776 MOUNTAIN BLVD.,
WATCHUNG, N.J. 07060, (908) 668-0099.
- THIS PROPERTY MAY BE SUBJECT TO RESTRICTIONS, COVENANTS AND/OR EASEMENTS,
WRITTEN OR IMPLIED.
- UNDERGROUND TANK SIZES WERE OBTAINED FROM INFORMATION RECEIVED FROM STATION
MANAGER OR EMPLOYEE. ALL SIZES AND LOCATIONS ARE APPROXIMATE AND ARE SUBJECT TO
FIELD VERIFICATION.
- LOCATIONS DEPICTED ARE APPROXIMATE AND ARE SUBJECT TO FINAL SITE SURVEY.
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY ALL ELEVATIONS,
SITE CONDITIONS AND LOCATIONS/ELEVATIONS OF EXISTING UTILITIES. CONTACT THE
"UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" AT 1-800-962-7962.
- IF AN UNFORESEEN INTERFERENCE EXISTS BETWEEN AN EXISTING AND A PROPOSED
UTILITY OR STRUCTURE, THE CONTRACTOR IS TO NOTIFY THE DESIGN ENGINEER
SO THAT THE APPROPRIATE REVISIONS CAN BE MADE.
- ALL EROSION CONTROLS (IF REQ'D.) ARE TO BE SET IN PLACE PRIOR TO ANY LAND
DISTURBANCES ON THE SITE.
- ANY DRAINAGE STRUCTURES, UTILITIES, DITCHES, GRASSED AREAS, PAVEMENT, CONCRETE
OR CURBS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL OR
BETTER CONDITIONS.
- ALL AREAS OF DISTURBED EARTH SHALL BE STABILIZED BY SEEDING AND MULCHING
OR BY OTHER APPROVED MEANS OF STABILIZATION. SEEDING OF PROPOSED
GRASSED AREAS SHALL BE INITIATED AS SOON AS PRACTICAL, AS AN EROSION
AND SILTATION CONTROL MEASURE.
- THE CONTRACTOR IS TO ADHERE TO ALL APPLICABLE CONSTRUCTION SAFETY
STANDARDS AS PUBLISHED IN THE CODE OF FEDERAL REGULATIONS 1926, AS
AMENDED.
- THE CONTRACTOR IS TO USE CAUTION WHEN WORKING NEAR OR UNDER
OVERHEAD UTILITIES. THE CONTRACTOR IS TO NOTIFY THE UTILITY COMPANIES
OF HIS INTENT PRIOR TO COMMENCEMENT OF ANY WORK.
- CANOPY DRAINS ARE TO BE CONNECTED TO EXISTING STORM SEWER SYSTEM. CONTRACTOR
IS TO VERIFY THAT EXISTING CANOPY DRAINS ARE CLEAR OF OBSTRUCTIONS AND FUNCTION
PROPERLY.
- THE CONTRACTOR IS TO VERIFY THE LOCATION, ELEVATION, SIZE AND INTEGRITY OF THE
EXISTING WATER SERVICE PRIOR TO CONNECTION WITH NEW SERVICE/BUILDING
LATERALS.
- THE CONTRACTOR IS TO COORDINATE WITH UTILITY COMPANIES REGARDING ELECTRIC SERVICE,
TRANSFORMER LOCATION (IF REQUIRED) AND GAS AND TELEPHONE SERVICE LOCATIONS.
- REFER TO THE ARCHITECTURAL DRAWINGS FOR THE ACTUAL BUILDING DIMENSIONS, CONDENSER PAD
DIMENSIONS AND CONDENSER WOOD SCREEN STRUCTURE DIMENSIONS AND DETAILS.
- CONTRACTOR SHALL PROTECT EXISTING MONUMENTATION. IF MONUMENTS ARE DISTURBED DURING
CONSTRUCTION, THEY SHALL BE RE-SET BY A NYS LICENSED LAND SURVEYOR, AT THE CONTRACTOR'S
EXPENSE.
- THESE PLANS ARE TO BE USED FOR OBTAINING TOWN BOARD APPROVALS ONLY. ADDITIONAL INFORMATION
MAY BE REQUIRED FOR CONSTRUCTION PURPOSES.
- ALL EXISTING UTILITY SERVICES/CONNECTIONS AND INTER-BUILDING UTILITY CONNECTIONS WHICH ARE NOT
GOING TO BE REUSED FOR THE NEW BUILDING ARE TO BE ABANDONED IN A MANNER ACCEPTABLE TO THE
CORRESPONDING UTILITY COMPANY.
- EXISTING REMEDIATION BUILDING AND SYSTEM ARE TO REMAIN. PRIOR TO CONDUCTING ANY WORK ON SITE,
CONTRACTOR IS TO COORDINATE WITH ENVIRONMENTAL ENGINEER AND MOBIL ENGINEER TO DETERMINE THE
LOCATION OF THE REMEDIATION SYSTEM COMPONENTS. ALL DAMAGES AND/OR MODIFICATION (IF REQUIRED)
MADE TO THE SYSTEM AND ITS COMPONENTS DURING CONSTRUCTION ARE TO BE REPAIRED AND/OR
CONSTRUCTED UNDER THE DIRECT SUPERVISION OF THE ENVIRONMENTAL ENGINEER AND MOBIL ENGINEER AS
MAY BE REQUIRED.

Tyree Engineering, P.C.

• Civil & Consulting Engineers	• Environmental & Site Planners
• Traffic Engineers	• Geotechnical Engineers
• Surveyors	• Project Managers

Phone: (203) 740-9280 125 Commerce Drive
FARMINGDALE, NY WESTBOROUGH, MA BROOKFIELD, CT 06804 ALBANY, NY STERLING, VA

"ON THE RUN"

GRADING & UTILITY PLAN

MOBIL OIL CORPORATION
SS #17-N2X
1001 ROUTE 94 AND ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL	CHECKED BY: DLV
DATE: 7/1/97	SCALE: 1" = 20'
DRAWING No: 06057501	PROJECT No: 06057
SHEET: 4	



N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73
APPROX. LOC. PROPOSED
30' WIDE SANITARY SEWER
EASEMENT

PLANTING SCHEDULE						
KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT
JS	41	JUNIPERUS CHINENSIS SARGENTI	SARGENT JUNIPER	5' O.C.	15'-18"	#2 CAN
MR	4	MALUS RADIATA	RADIANT CRAB	AS DEPICTED	6'-7" HT.	B/B
SN	19	SPIREA NIPPONICA "SNOWMOUND"	SNOWMOUND SPIREA	5' O.C.	18'-24"	#2 CAN

1: ALL PLANT MATERIALS TO BE SET IN 4" THICK MULCH BED WITH A LAYER OF PERMEABLE LANDSCAPE FABRIC TO REDUCE WEED GROWTH.

2: ALL DISTURBED AREAS TO BE TREATED WITH 4" TOP SOIL AND SEEDED IN ACCORDANCE WITH PERMANENT STABILIZATION METHODS INDICATED ON SHEET 5 OF 6

GRASS SEED APPLICATION RATES

SEED MIXTURE	LBS./ACRE	SQ. FT.
KENTUCKY BLUEGRASS	20	45
CREeping RED FESCUE	20	45
PERENNIAL RYEGRASS	5	10
TOTAL = 45		1.00

PLANTING SPECIFICATIONS

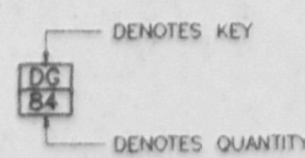
- SCOPE OF WORK
A. THIS WORK SHALL CONSIST OF PERFORMING, CLEARING AND SOIL PREPARATION, FINISH GRADING, PLANTING AND DRAINAGE, INCLUDING ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT.
B. TOPSOIL-A SOIL ANALYSIS REPORT SHALL BE SUBMITTED AND SHOW THE PERCENTAGE OF EACH CONSTITUENT, pH, AND OTHER PERTINENT SOIL CHARACTERISTICS. RECOMMENDATIONS SHOULD INCLUDE QUANTITIES OF EACH SOIL AMENDMENT AND FERTILIZER REQUIRED TO ACHIEVE OPTIMUM SOIL CONDITIONS.
C. PLANTING SCHEDULE-ALL PLANT MATERIAL SHALL BE PLANTED NO EARLIER THAN APRIL 15, AND MAY CONTINUE THROUGH MAY 15, OR BEGIN AUGUST 15, BUT CONTINUE NO LATER THAN DECEMBER 1, OR UNTIL GROUND FREEZES. DO NOT INSTALL PLANT MATERIALS WHEN TEMPERATURES ARE BELOW 35 DEGREES FAHRENHEIT OR ABOVE 90 DEGREES FAHRENHEIT.
- MATERIALS
A. GENERAL - ALL MATERIALS SHALL BE BEST OF ITS KIND AVAILABLE. DO NOT BEGIN SOIL PREPARATION AND PLANTING UNTIL IRRIGATION (IF IRRIGATION SYSTEM IS INDICATED ON THE PLAN) WORK AROUND PLANTING AREAS IS COMPLETE AND APPROVED.
B. PLANTS - ALL PLANTS SHALL BE HEALTHY, OF NORMAL GROWTH, WELL ROOTED, FREE FROM DISEASE AND INSECTS. QUALITY AND SIZE OF PLANT MATERIAL SHALL CONFORM TO THE NATIONAL AND STATE OF GRADING CODE OF NURSERY STOCK AND BE OF NUMBER ONE GRADE-PLANT MATERIAL PROVIDED MUST COMPLY WITH ANSI 2601.
C. FERTILIZER AND SOIL AMENDMENTS
1. LIME-PULVERIZED DOLOMITE LIME CONTAINING NOT LESS THAN 80% TOTAL CARBONATES WITH A MINIMUM OF 30% MAGNESIUM CARBONATES, MINIMUM 90% PASSING A 10-MESH SIEVE AND MINIMUM 50% PASSING A 100-MESH SIEVE.
2. PEAT HAY-PEAT SHALL BE DECOMPOSED PEAT, pH SUITABLE FOR INTENDED USE.
3. SAND-SAND SHALL BE CLEAN WASHED SAND FREE OF TOXIC MATERIALS.
4. PERLITE-HORTICULTURAL PERLITE OF SOIL AMENDMENT GRADE.
D. COMMERCIAL FERTILIZER-GRANULAR, COMMERCIAL GRADE, pH NEUTRAL, COMPRISED OF BOTH SLOW AND FAST RELEASE ELEMENTS AND CONTAINING THE FOLLOWING MINIMUM CONTENT OF AVAILABLE PLANT NUTRIENTS:
- TREES AND SHRUBS-5% TOTAL NITROGEN, 10% PHOSPHORIC ACID, 5% SOLUBLE POTASH.
- GRASS-3% TOTAL NITROGEN, 10% PHOSPHORIC ACID, 5% SOLUBLE POTASH.
- LAWN-5% AVAILABLE NITROGEN CONTENT AS REQUIRED TO PROVIDE 1 POUND PER 1,000 SQUARE FEET AT NORMAL APPLICATION RATE, MINIMUM 5% PHOSPHORIC ACID, AND A MINIMUM 2% SOLUBLE POTASH.
- GENERAL WORK PROCEDURES
A. LANDSCAPE WORK SHALL BE ACCORDING TO THE A.A.N. (AMERICAN ASSOCIATION OF NURSERYMEN) STANDARDS ESTABLISHED FOR LANDSCAPE CONSTRUCTION AND PLANTING.
B. WEEDING
1. BEFORE AND DURING PRELIMINARY GRADING AND FINISH GRADING, ALL WEEDS AND GRASSES SHALL BE DIG OUT BY THE ROOTS AND DISPOSED OF AT THE CONTRACTOR'S EXPENSE.
C. SOIL CONDITIONING
1. CULTIVATE ALL AREAS TO BE PLANTED TO A DEPTH OF 6". ALL DEBRIS EXPOSED FROM EXCAVATION AND CULTIVATION SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE.
- PLANTING
A. POSITION TREES AND SHRUBS AT THEIR INTENDED LOCATIONS AS PER THE PLANS AND SECURE THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE EXCAVATING PITS, MAKING NECESSARY ADJUSTMENTS AS DIRECTED.
B. EXCAVATING PITS SHALL BE DUG WITH LEVEL BOTTOMS, WITH WIDTH TWICE THE DIAMETER OF ROOT BALL AND 6" DEEPER THAN THE DEPTH OF ROOT BALL. ALL EXCAVATED SUBSOIL FROM THE SITE SHALL BE MIXED WITH APPROPRIATE VOLUMES OF SOIL AMENDMENTS AS RECOMMENDED BY SOIL ANALYSIS LABORATORY REPORT AS INDICATED ON PLANS PRIOR TO USE AS PLANTING BACKFILL.
C. PREPARED SOIL SHALL BE TAMPED FIRMLY AT BOTTOM OF PIT. FILL PREPARED SOIL AROUND BALL OF PLANT 1/2" WAY, AND INSERT PLANT TABLETS. COMPLETE BACK-FILLING AND WATER THOROUGHLY.
D. ALL PLANTS SHALL BE SET SO THAT, WHEN SETTLED, THEY BEAR THE SAME RELATION TO THE REQUIRED GRADE AS THEY BORE TO THE NATURAL GRADE BEFORE BEING TRANSPLANTED.
E. IMMEDIATELY AFTER PLANTING, STAKE ALL TREES TO PREVENT DAMAGE FROM WIND (LOOSE-POLE STAKES LENGTH AS REQUIRED). FASTEN TREES TO UPPER END OF STAKE IN AT LEAST TWO (2) PLACES USING HOSE TYPE TIES.
- FINISH GRADING
A. ALL AREAS WILL BE RECEIVED BY THE CONTRACTOR AT SUBSTANTIALLY PLAIN, WITH A MINIMUM OF 1" OF FINISH GRADE.
B. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE. SOIL AREAS ADJACENT TO THE BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS.
C. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW FREE FLOW OF SURFACE WATER.
D. DECORATIVE MULCH (TWICE SHREDDED HARDWOOD MULCH) - APPLY A UNIFORM 3" THICK LAYER OF MULCH IN THE FOLLOWING AREAS: INDIVIDUAL PLANTING PITS AND PLANTING BEDS. DURING THE MAINTENANCE AND WARRANTY PERIOD, THE CONTRACTOR IS REQUIRED TO APPLY NEW MULCH AS NECESSARY DUE TO EROSION, SETTLING OR AS REQUIRED BY THE LANDSCAPE ARCHITECT. WORK MULCH INTO TOP OF PLANTING SOIL BACKFILL. FINISH LEVEL WITH ADJACENT GRADE.
- QUARANTEE
A. CONTRACTOR SHALL GUARANTEE ALL PLANTS MATERIAL FOR A PERIOD OF ONE (1) YEAR.
- CLEAN-UP
A. UPON THE COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.
B. MAINTAIN TREES, SHRUBS AND OTHER PLANTS BY PRUNING, CULTIVATING AND WEEDING AS REQUIRED FOR HEALTHY GROWTH. RESTORE PLANTING SAUCERS, TIGHTEN AND REPAIR STAKES AND GUY SUPPORTS AND RESET TREES AND SHRUBS TO PROPER GRADES OR VERTICAL POSITION AS REQUIRED. RESTORE OR REPLACE DAMAGED WEAPONS. SPRAY AS REQUIRED TO KEEP TREES AND SHRUBS FREE OF INSECTS AND DISEASE.
C. MAINTAIN LAWNS BY WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING, AND OTHER OPERATIONS SUCH AS ROLLING, REGRADING AND REPLANTING AS REQUIRED TO ESTABLISH A SMOOTH, ACCEPTABLE LAWN, FREE OF EROSION OR BARE AREAS.
D. APPLICANT IS TO MAINTAIN THE LANDSCAPING ALONG ROAD FRONTAGE TO KEEP THE REQUIRED SITE TRIANGLES CLEAR.

LOT 26.11
N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73

200.00'
N 77°56'00" W
PINE TREE (TYP.)
BENCHMARK
IN MAIL SET
ELEV=284.15

(VAR. WIDTH R.O.W.) (ASPHALT ROADWAY)
NEW YORK STATE ROUTE 32
(A.K.A. STATE HIGHWAY 42, NEWBURGH-WOODBURY HIGHWAY)

LEGEND



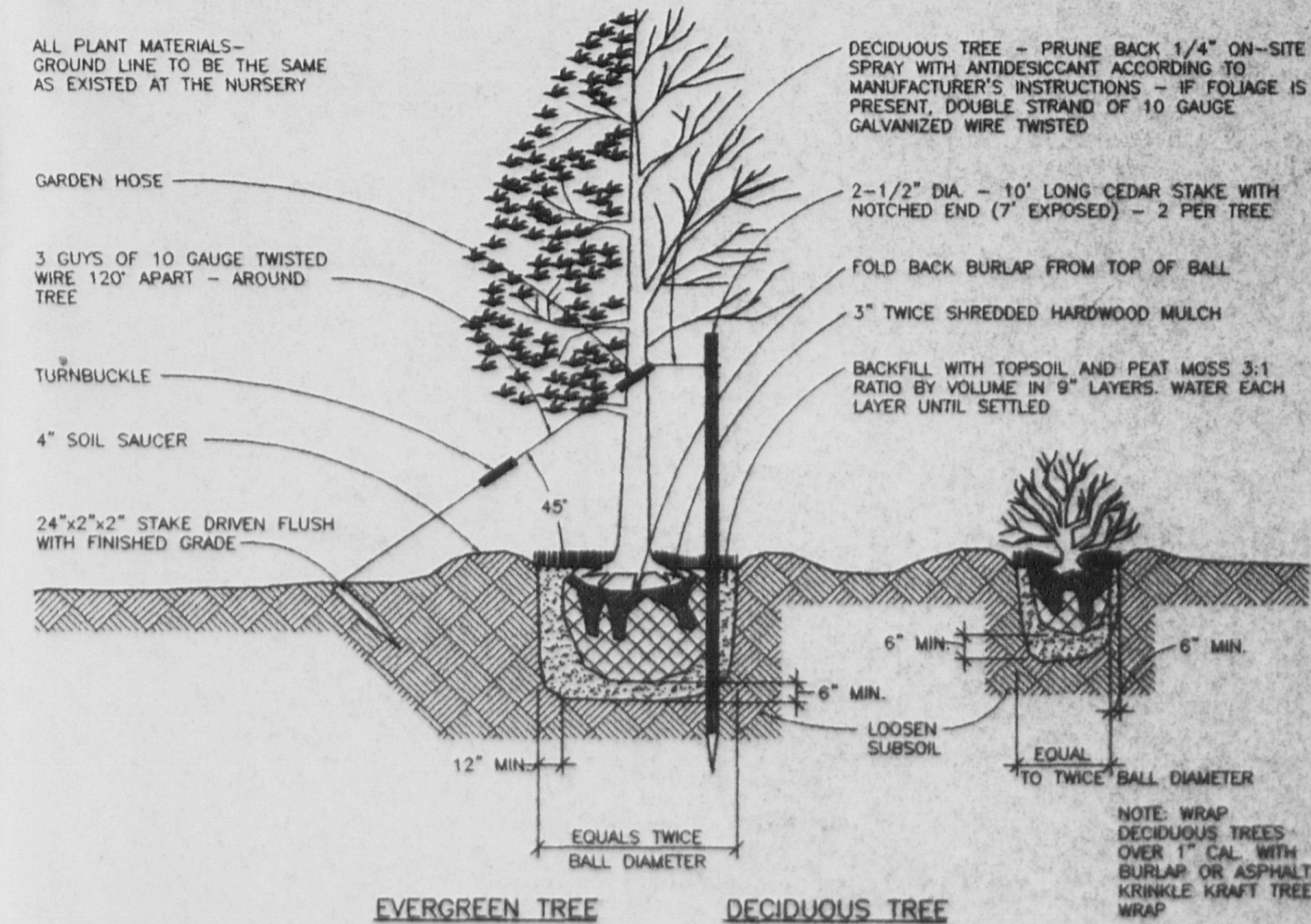
WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBI. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBI. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY:
©1995, MOBI.

20 10 0 20 40
SCALE: 1" = 20'

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-862-7862) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.



PLANTING DETAILS - TREES AND SHRUBS

NOT TO SCALE

Tyree Engineering, P.C.

• Civil & Consulting Engineers
• Traffic Engineers
• Surveyors

Phone (203) 740-9280 125 Commerce Drive BROOKFIELD, CT 06804
FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALBANY, NY STERLING, VA

Fax (203) 740-9444

"ON THE RUN"

PLANTING PLAN

MOBI OIL CORPORATION
SS #17-N2X
1001 ROUTE 94 AND ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL
CHECKED BY: CPM
DATE: 7/1/97
SCALE: 1" = 20'
DRAWING NO: D60575L1
PROJECT NO: D60507
SHEET: 5

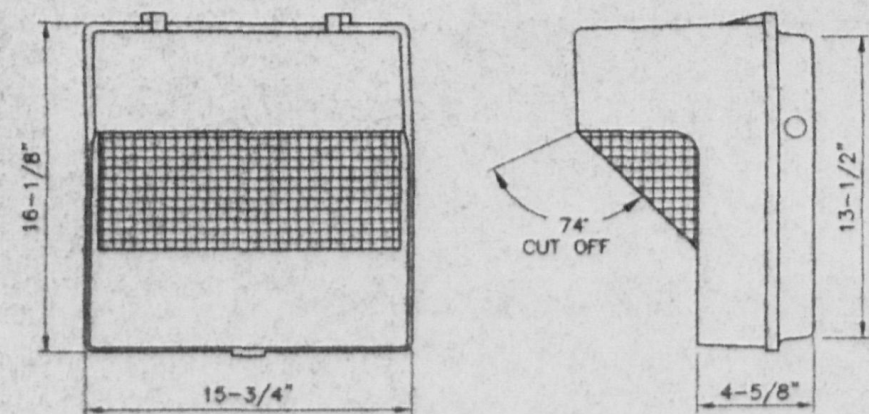


N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73
APPROX. LOC. PROPOSED
30' WIDE SANITARY SEWER
EASEMENT

175W ISOLUX PATTERN BOLLARD TYPE

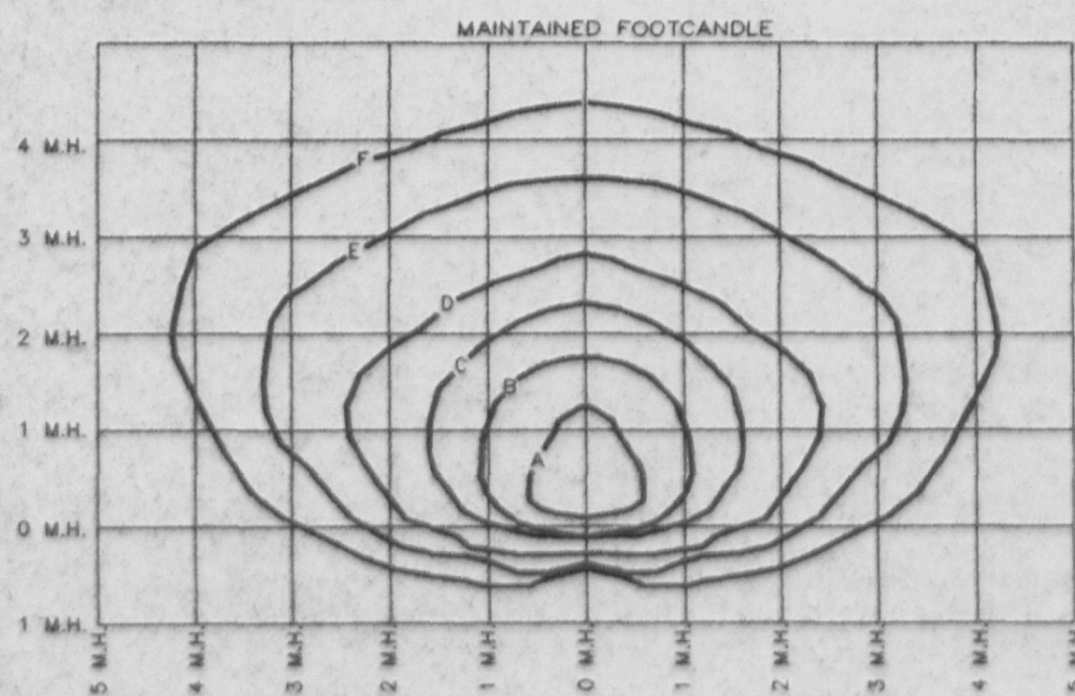
SCALE: 1" = 20'

LOT 26.11
N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73



WALL MOUNTED 70W LIGHT

NOT TO SCALE



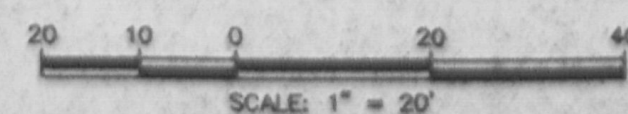
WALL MTD LIGHT PHOTOMETRIC 70W ISOLUX CHART

NOT TO SCALE

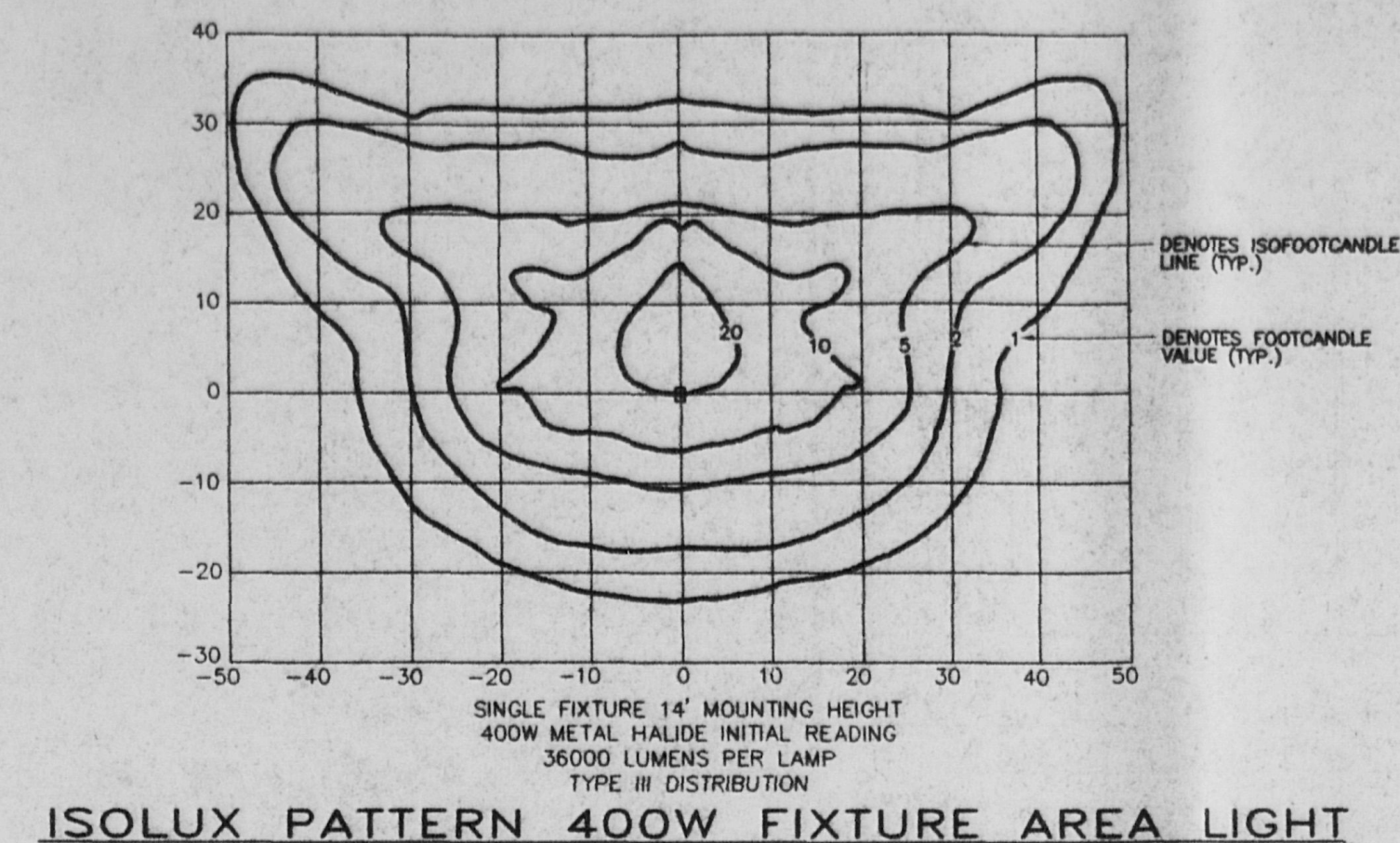
MTG. HTS.	A	B	C	D	E	F
10'	2.81	1.16	.583	.293	.117	.059
12'	2.02	.808	.404	.202	.080	.041
15'	1.30	.518	.259	.013	.051	.026

- MANUFACTURED BY: CROUSE-HINDS
- LENS: PRISMATIC LENS
- LAMP: 70W HIGH PRESSURE SODIUM
- AIMING ANGLE - 74°
- FIXTURE SERIES: WALL
- FIXTURE: WALL MOUNTED

* 10' WALL MOUNTED LIGHT TO BE USED

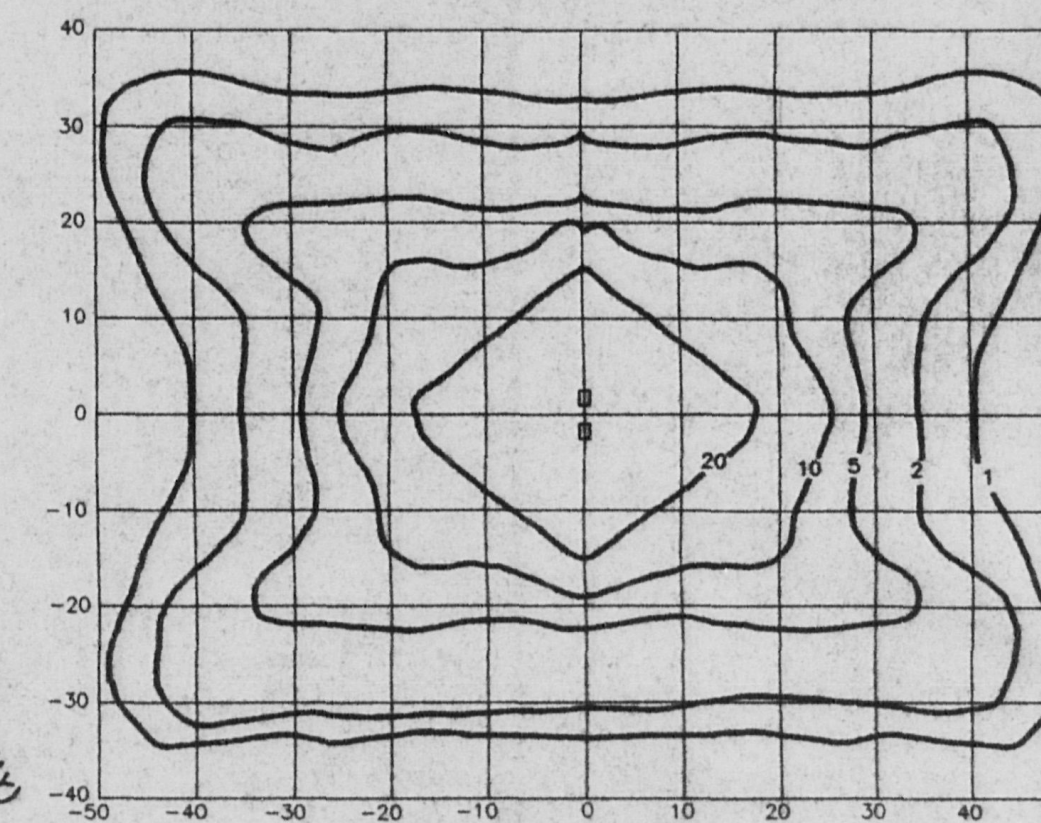


SCALE: 1" = 20'



ISOLUX PATTERN 400W FIXTURE AREA LIGHT

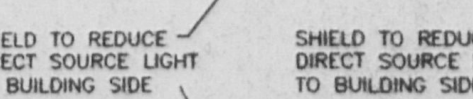
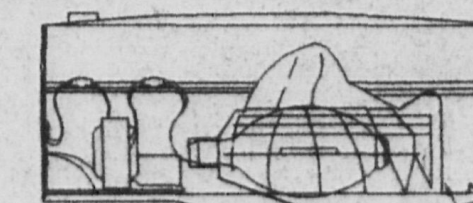
SCALE: 1"=20'



400W TWIN ISOLUX PATTERN

SCALE: 1"=20'

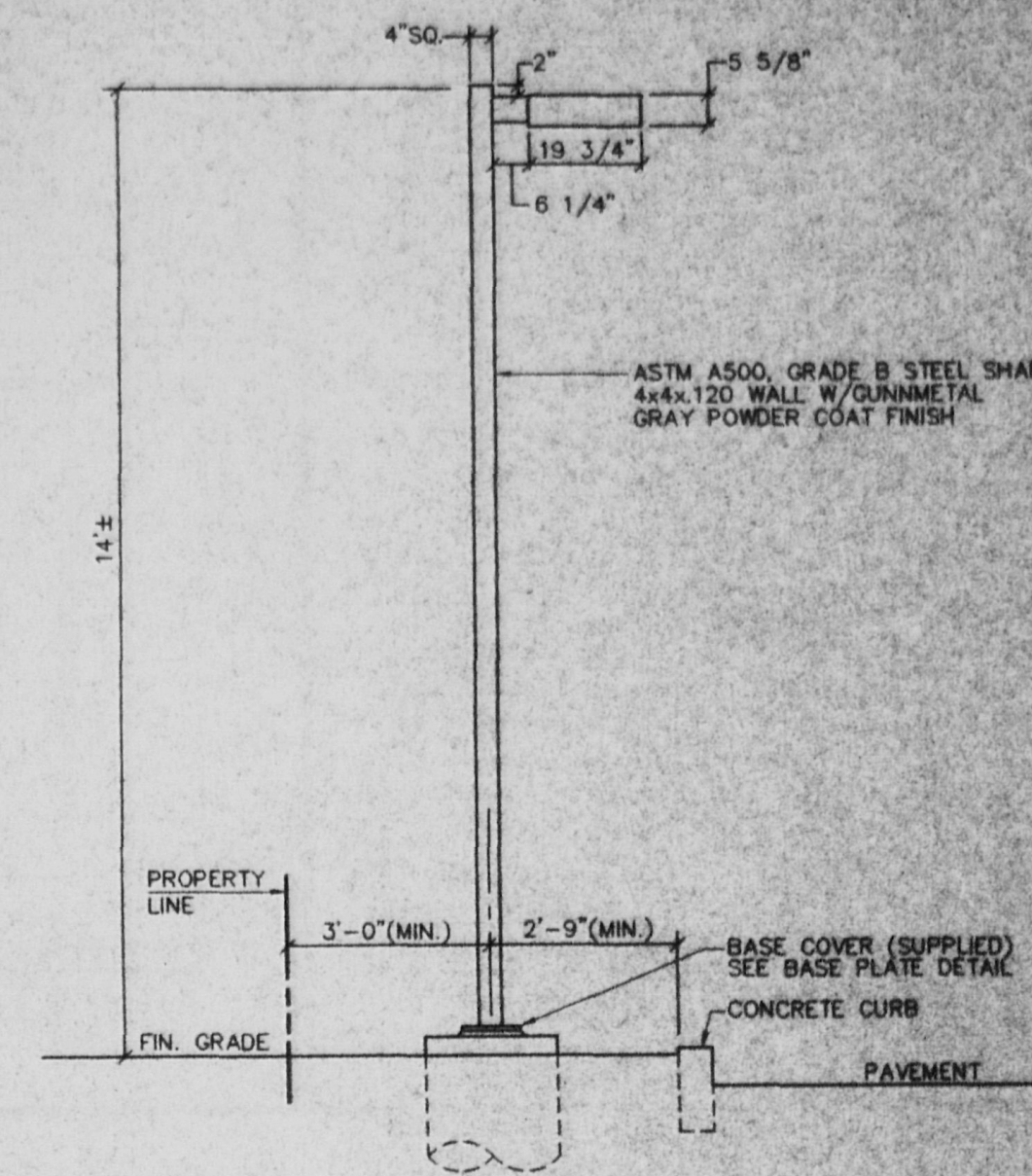
NOTE:
ALL LIGHTING, BOTH EXISTING AND PROPOSED, IS TO BE
SHIELDED SO THAT OFF-SITE GLARE IS REDUCED TO A
MINIMUM.



TO BUILDING SIDE TO STREET SIDE

AREA LIGHT SHIELD

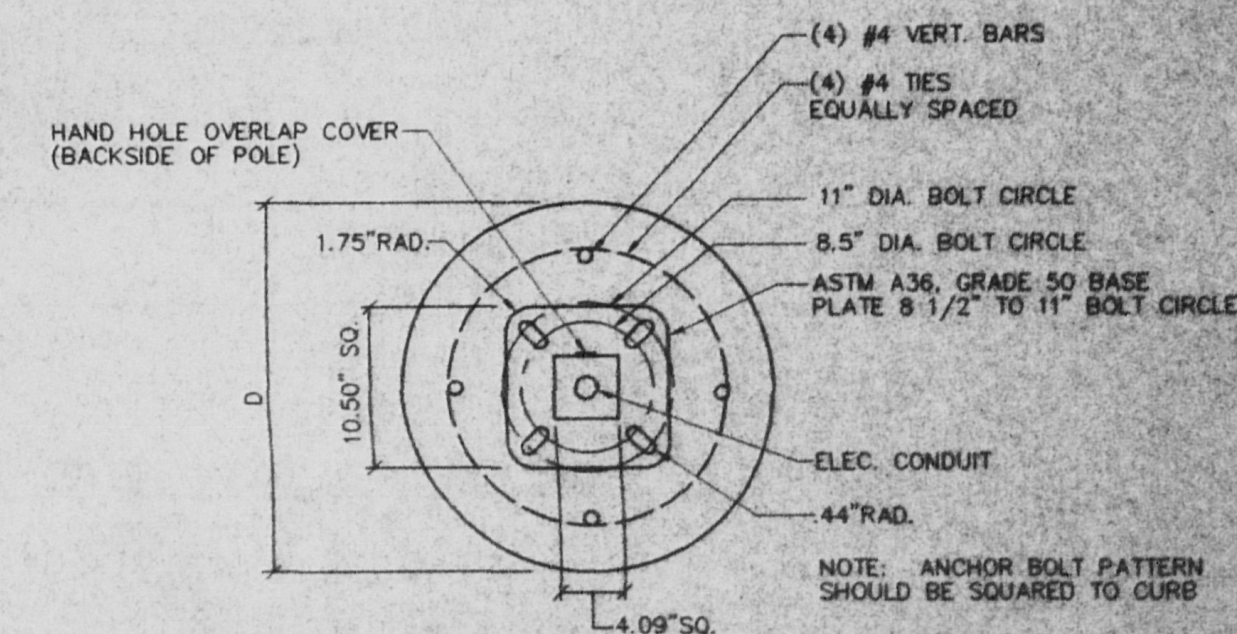
NOT TO SCALE



ELEVATION

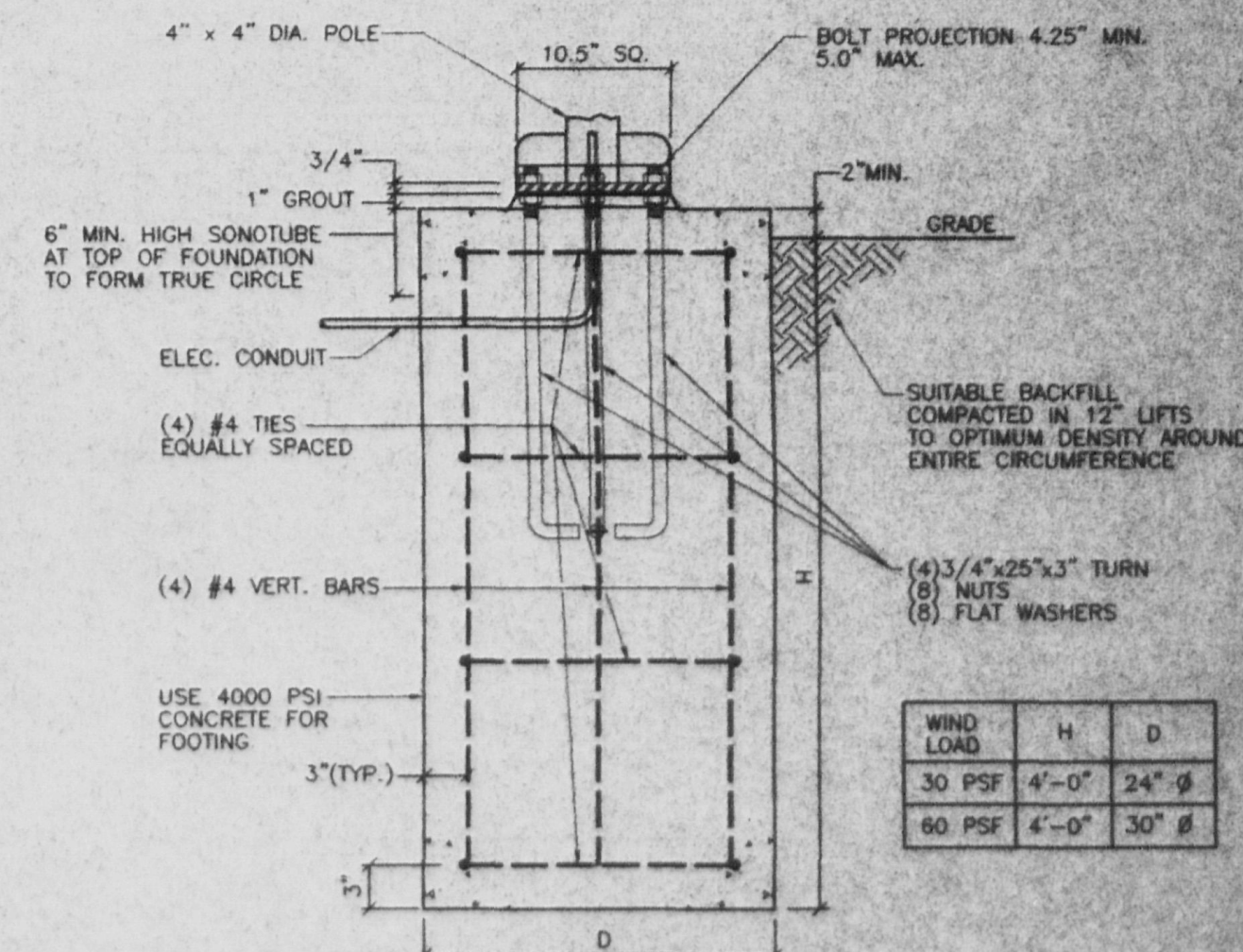
SINGLE 400W FIXTURE AREA LIGHT

NOT TO SCALE



BASE PLATE

NOT TO SCALE



NOTES:

- DEPTH OF FOOTING TO EXTEND BELOW FROST LINE (TYP.)
- SUTABLE COMPACTED SUBGRADE WITH MINIMUM BEARING CAPACITY OF 2,000 PSF. SOIL CONDITION AND BEARING CAPACITY TO BE VERIFIED IN FIELD BY CONTRACTOR.
- REINFORCING STEEL BARS SHALL BE A MINIMUM ASTM A615, GRADE 60 AND SHALL BE FIELD WIRED IN PLACE.

CONCRETE FOOTING - LIGHT POLE

NOT TO SCALE

Tyree Engineering, P.C.

- Civil & Consulting Engineers
- Traffic Engineers
- Surveyors



- Environmental & Site Planners
- Geotechnical Engineers
- Project Managers

Phone: (203) 740-9280

125 Commerce Drive
BROOKFIELD, CT 06804

Fax: (203) 740-9444

FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALABAMA, NY STERLING, VA

"ON THE RUN"

LIGHTING PLAN

MOBIL OIL CORPORATION

SS #17-N2X

1001 ROUTE 94 AND ROUTE 32

TOWN OF NEW WINDSOR

ORANGE COUNTY, NEW YORK

DRAWN BY: NL

CHECKED BY: QLV

DATE: 7/1/97

SCALE: 1" = 20'

DRAWING NO: D605751

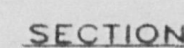
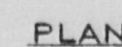
PROJECT NO: D6057

SHEET: 6

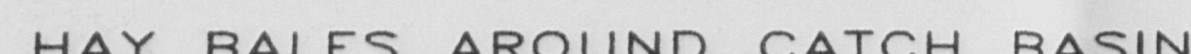
IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-882-7862) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

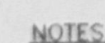
IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INCEPTION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.



SILT FENCE
NOT TO SCALE



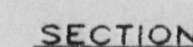
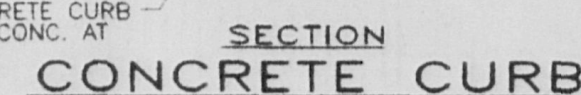
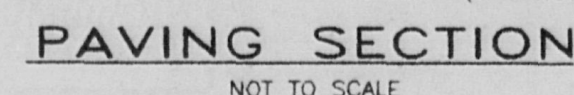
NOT TO SCALE



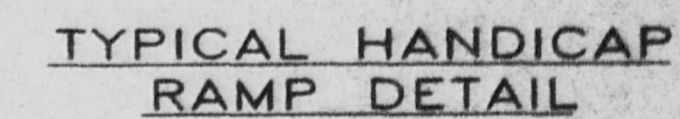
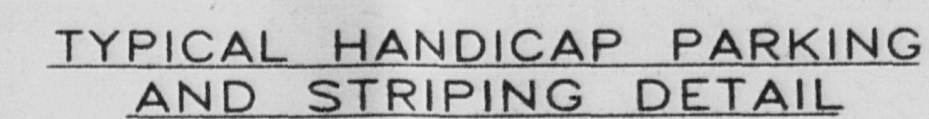
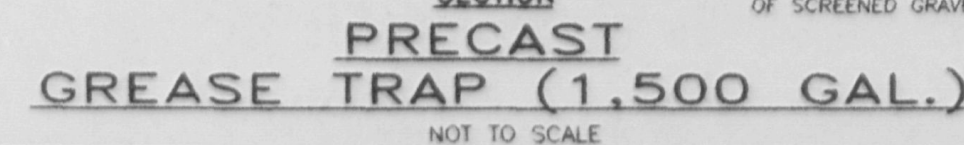
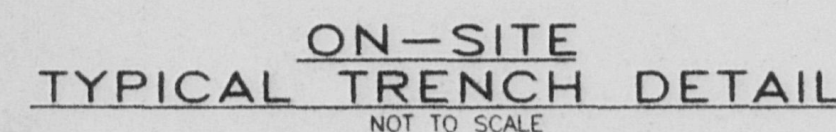
1. BALES SHALL BE PLACED AT THE TOE OF SLOPE ALONG THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE CENTER OF THE FIRST STAKE OR RE-BAR BALING DRIVEN TOWARD THE PREVIOUSLY Laid BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE PROMPT (WHEN NEEDED).
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS.

HAY BALE
NOT TO SCALE

WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION
AND TRADE SECRETS OF MOBIL. ANY UNAUTHORIZED DISCLOSURE OF THE WORK
OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK
IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBIL. ALL RIGHTS RESERVED.
SOME PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY
© 1999, MOBIL.*



CONCRETE WALK @ BUILDING
NOT TO SCALE



NOTE:

1. PROVIDE EXPANSION JOINTS AT 20' MAXIMUM DISTANCES. EXPANSION JOINTS TO BE PLACED BETWEEN ADJACENT SLABS, AT BUILDING LINE, AT CURBS OR AT PENETRATING STRUCTURES.
2. TRANSVERSE FALSE JOINTS AT 5' INTERVALS.



Tyree Engineering, P. C.

- Civil & Consulting Engineers
- Traffic Engineers
- Surveyors

Phone: (203) 740-9280 125 Commerce Drive
BROOKFIELD, CT 0680

- Environmental & Site Planners •
- Geotechnical Engineers •
- Project Managers •

Phone: (203) 740-9280 125 Commerce Drive Fax: (203) 740-9444
BROOKFIELD, CT 06804
FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALBANY, NY

"ON THE RUN"

SITE DETAILS

MOBIL OIL CORPORATION

SS # 17-N2X
1001 ROUTE 94 & ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL

CHECKED BY: DLV
DATE: 7/11

SCALE:	NO
--------	----

DRAWING No: DB05

PROJECT No: 096

SHEET: 7

IMPORTANT NOTE

CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION (1-800-982-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

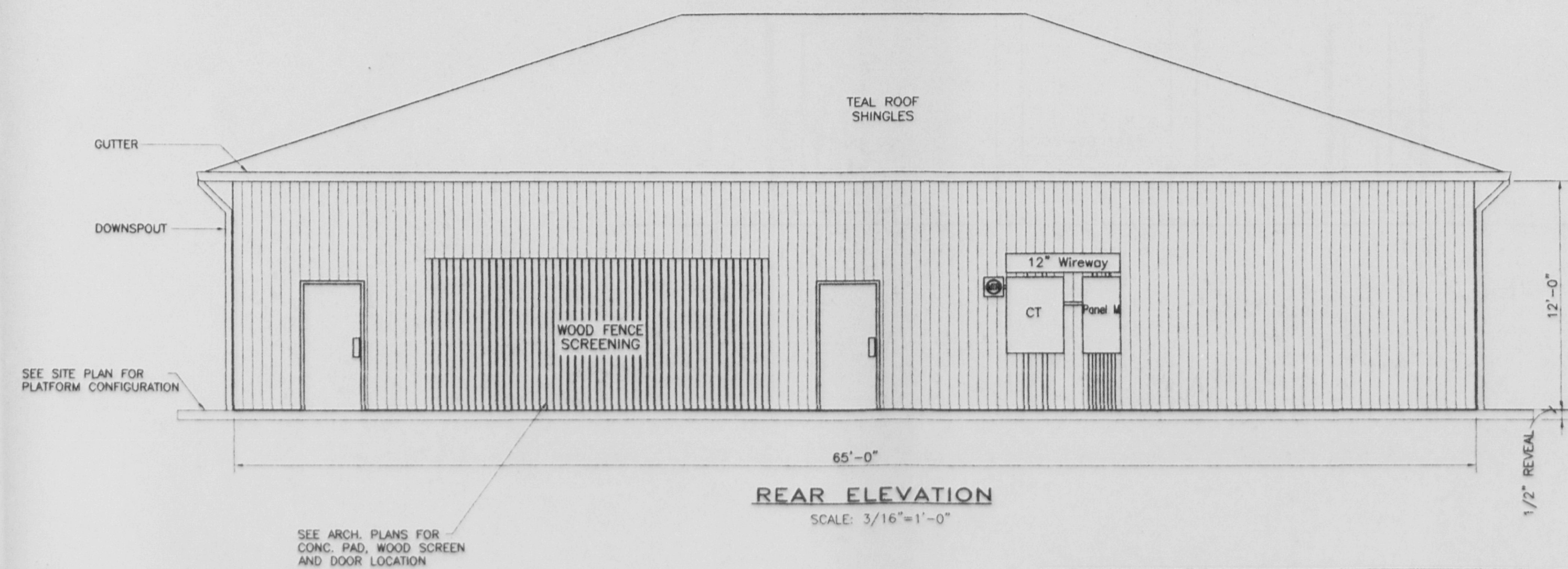
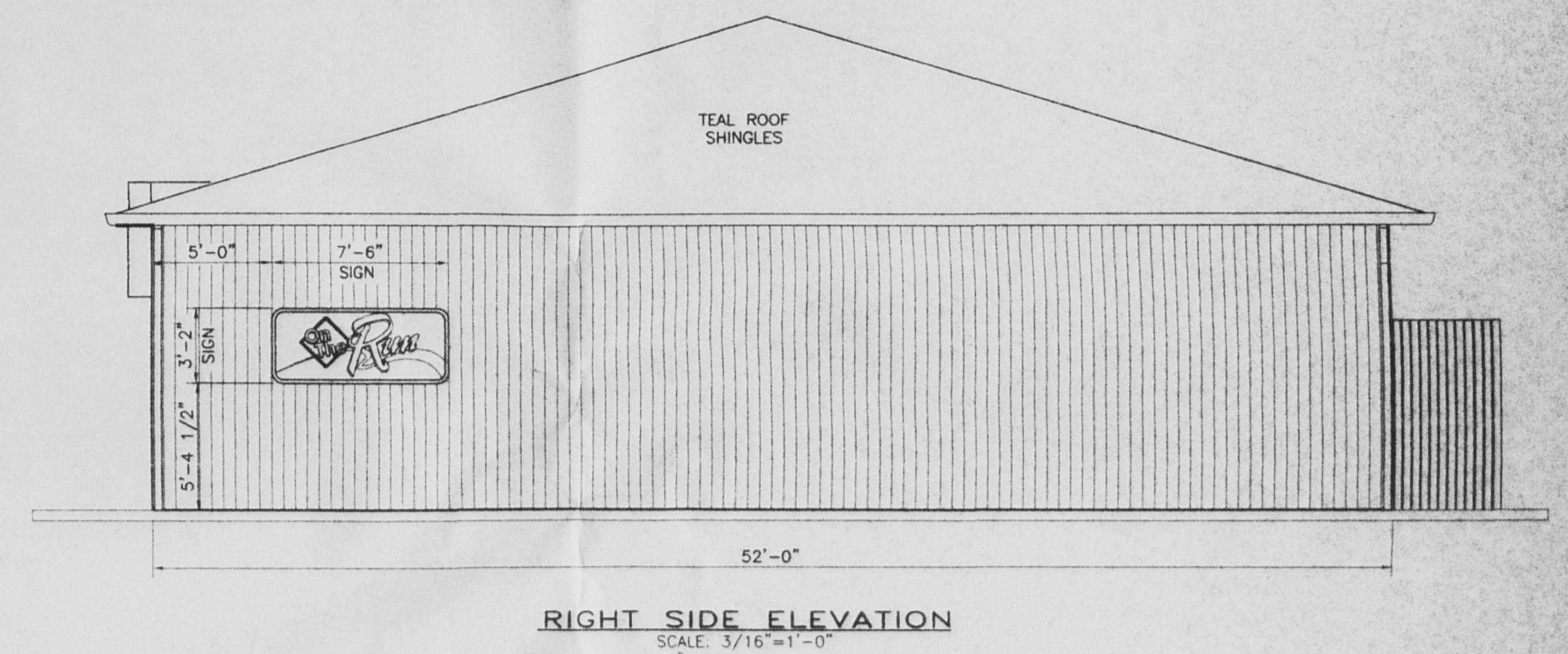
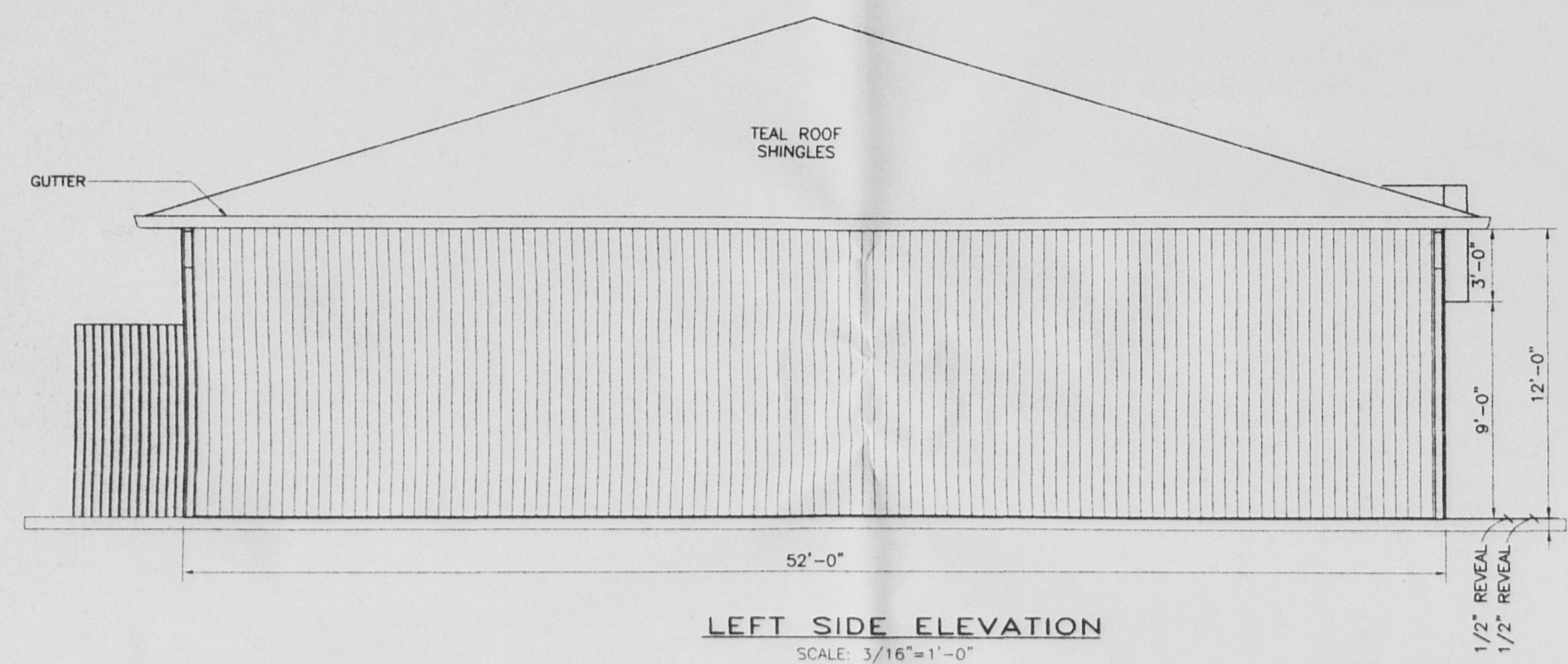
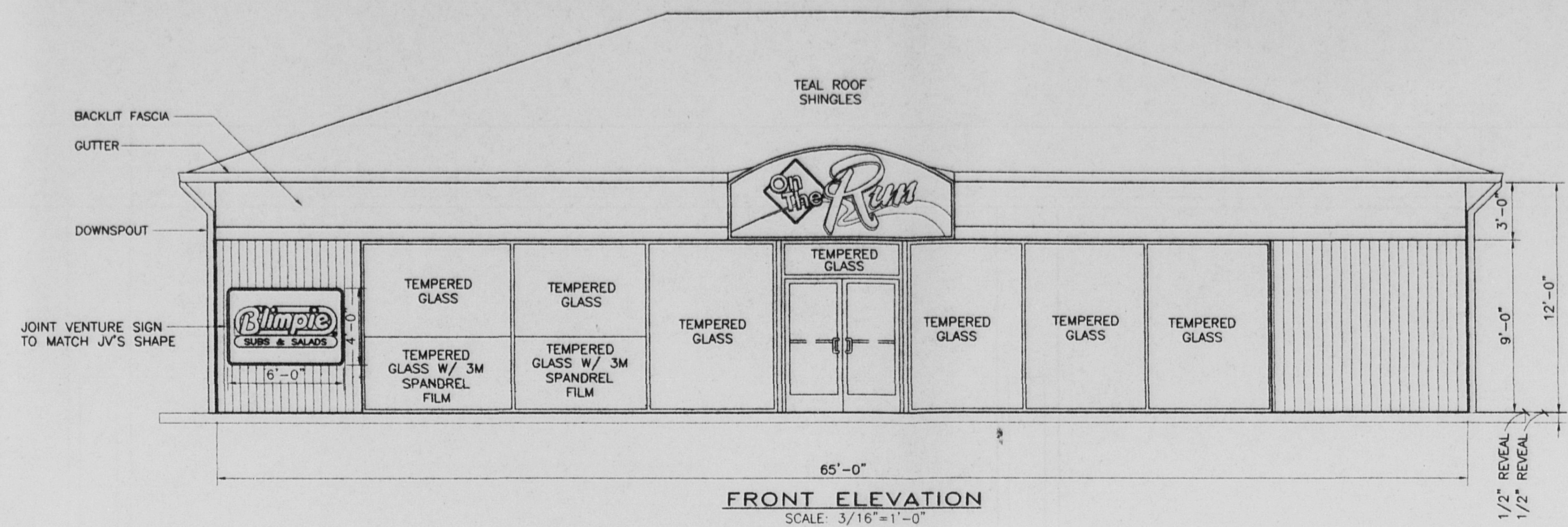
IMPORTANT NOTE

IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND CONFLICTS WITH THE DOCUMENTS RELATIVE TO THE CONDITIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.





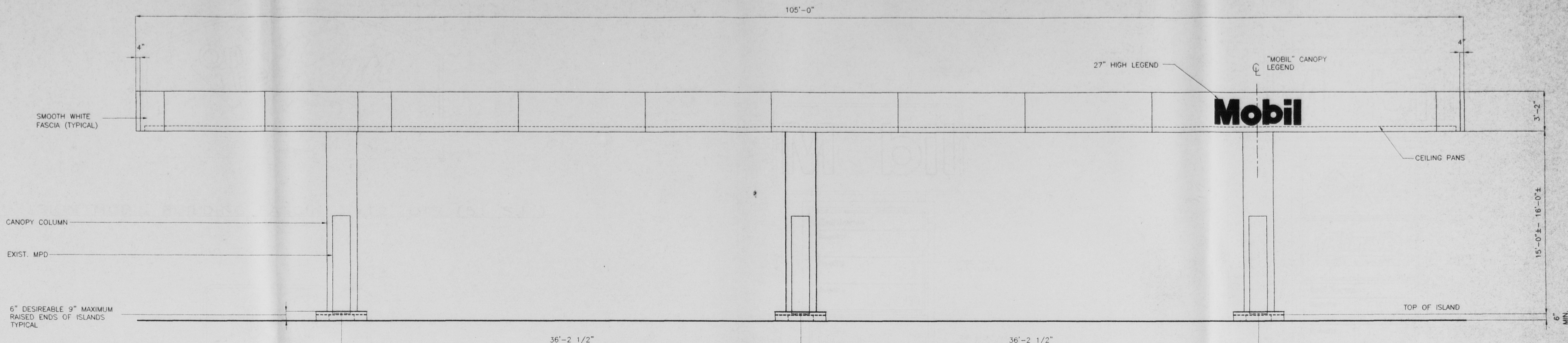
WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBIL. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBIL. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY:
© 1990, MOBIL

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

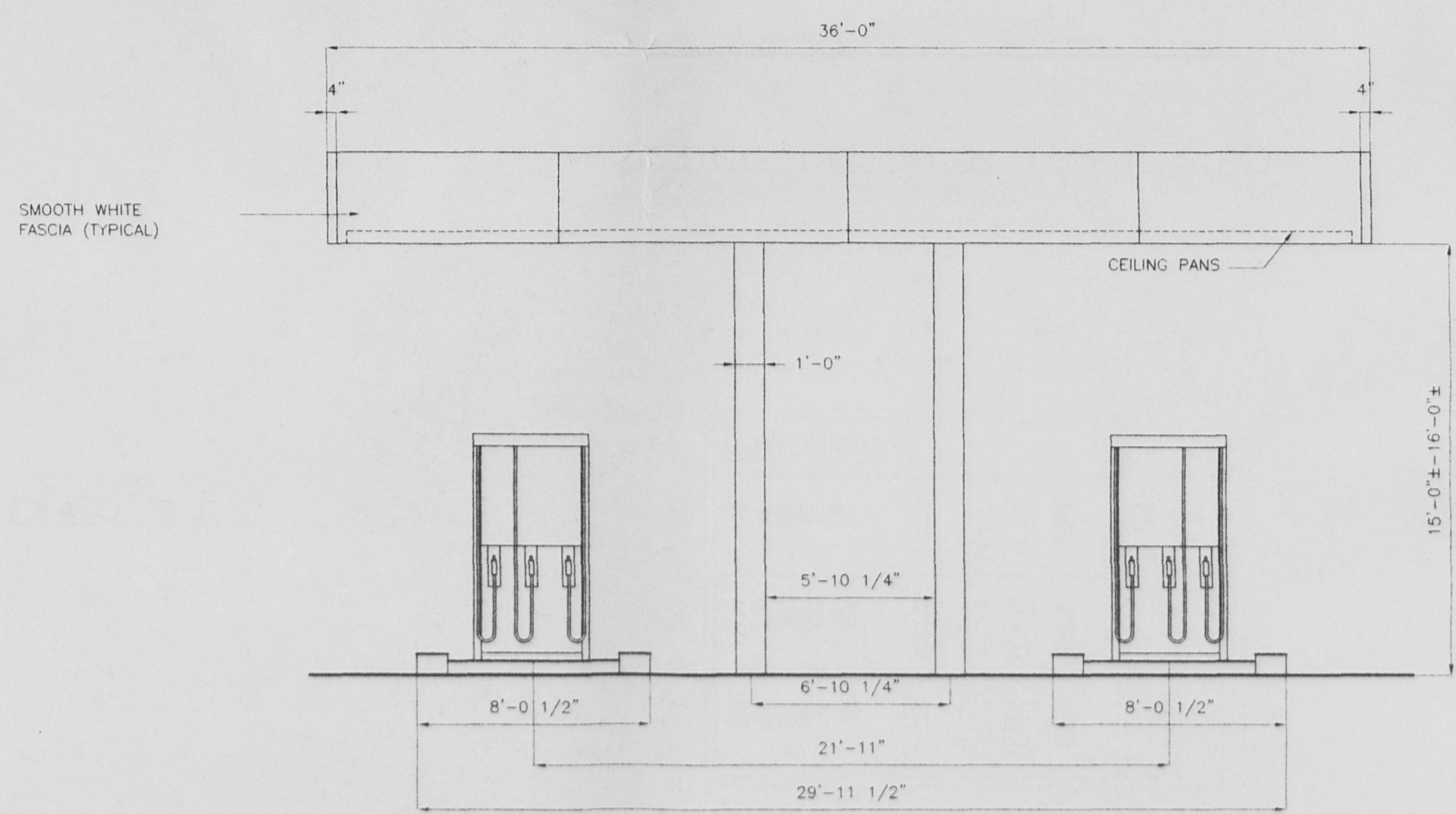
IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

Tyree Engineering, P. C. • Civil & Consulting Engineers • Traffic Engineers • Surveyors Phone: (203) 740-9280 125 Commerce Drive BROOKFIELD, CT 06804 Fax: (203) 740-9444				Environmental & Site Planners Geotechnical Engineers Project Managers	
FARMINGDALE, NY	WESTBOROUGH, MA	BURLINGTON, NJ	ALBANY, NY	STERLING, VA	
"ON THE RUN"				DRAWN BY: NL	
PROPOSED BUILDING ELEVATIONS				CHECKED BY: DLV	
MOBIL OIL CORPORATION				DATE: 7/1/97	
SS #17-N2X				SCALE: 3/16" = 1'-0"	
1001 ROUTE 94 AND ROUTE 32				DRAWING No: D6057EL1	
TOWN OF NEW WINDSOR				PROJECT No: D66057	
ORANGE COUNTY, NEW YORK				SHEET: 8	



FRONT ELEVATION
SCALE 1/4" = 1'-0"



SIDE ELEVATION
SCALE 1/4" = 1'-0"

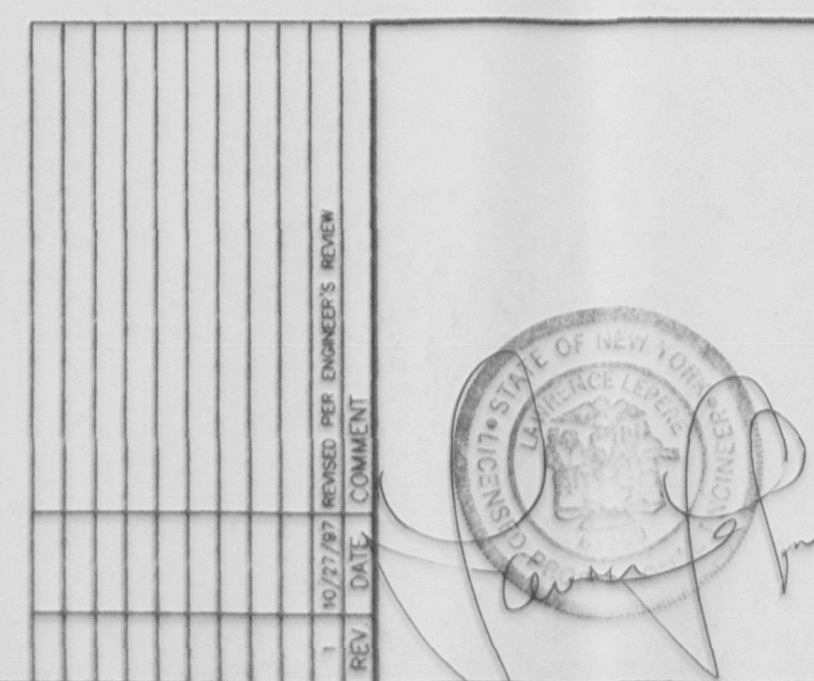
NOTE: CANOPY ELEVATIONS DEPICTED ARE FOR PICTORIAL PURPOSES (FOR OBTAINING TOWN BOARD APPROVALS) ONLY AND SHOULD NOT BE USED AS CONSTRUCTION DOCUMENTS. PLEASE REFER TO CANOPY MANUFACTURER'S DRAWINGS FOR CONSTRUCTION INFORMATION

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

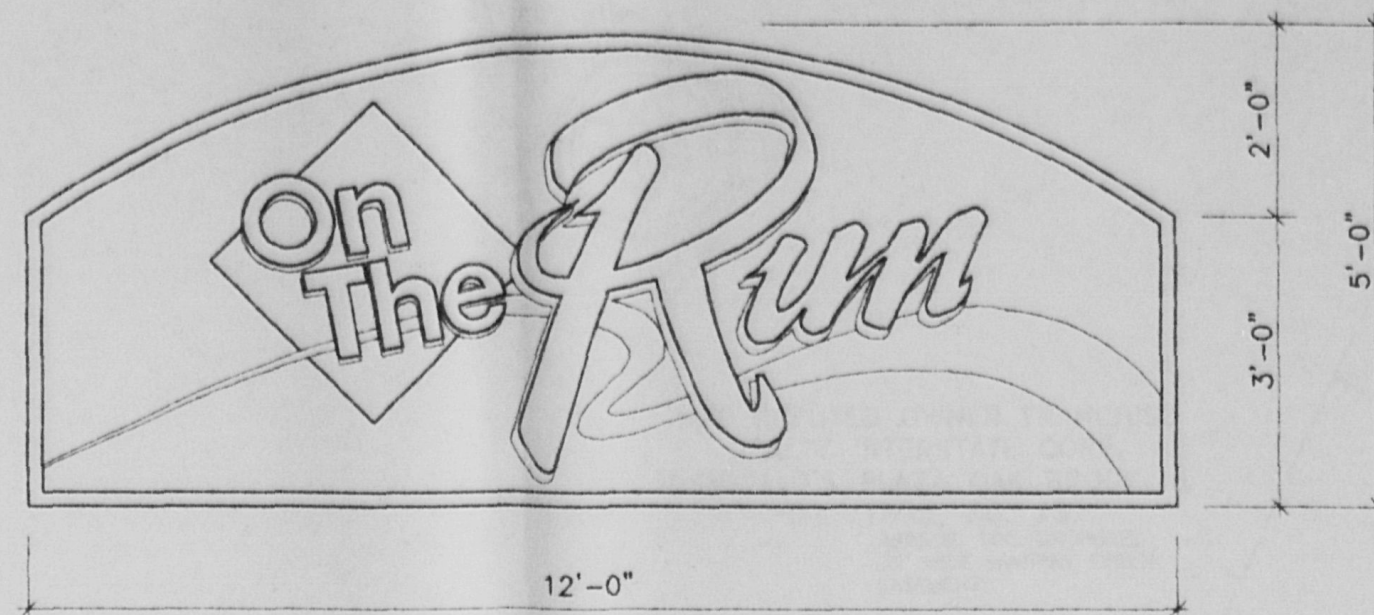
IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

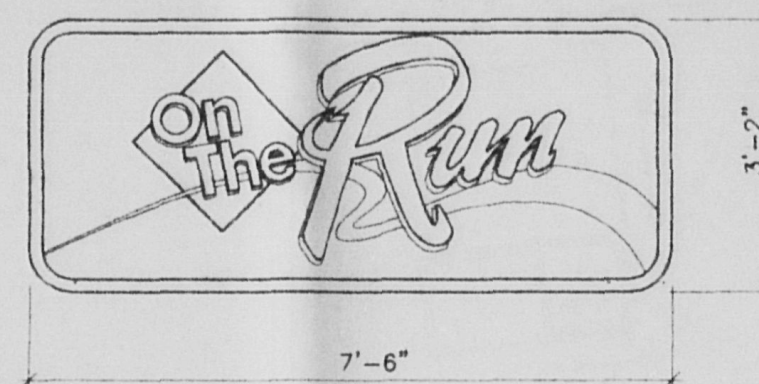
WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBI. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBI. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY: © 1995, MOBI.



Tyree Engineering, P. C.	
<ul style="list-style-type: none"> Civil & Consulting Engineers Traffic Engineers Surveyors 	<ul style="list-style-type: none"> Environmental & Site Planners Geotechnical Engineers Project Managers
Phone: (203) 740-9280 125 Commerce Drive BROOKFIELD, CT 06804	Fax: (203) 740-9444 FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALBANY, NY STERLING, VA
"ON THE RUN"	
PROPOSED CANOPY ELEVATIONS	
MOBIL OIL CORPORATION	
SS #17-N2X 1001 ROUTE 94 & ROUTE 32 TOWN OF NEW WINDSOR ORANGE COUNTY, NEW YORK	
DRAWN BY: NL	CHECKED BY: DLV
DATE: 7/1/97	SCALE: 1/4" = 1'-0"
DRAWING No: D6057CP1	PROJECT No: D6057
SHEET: 9	



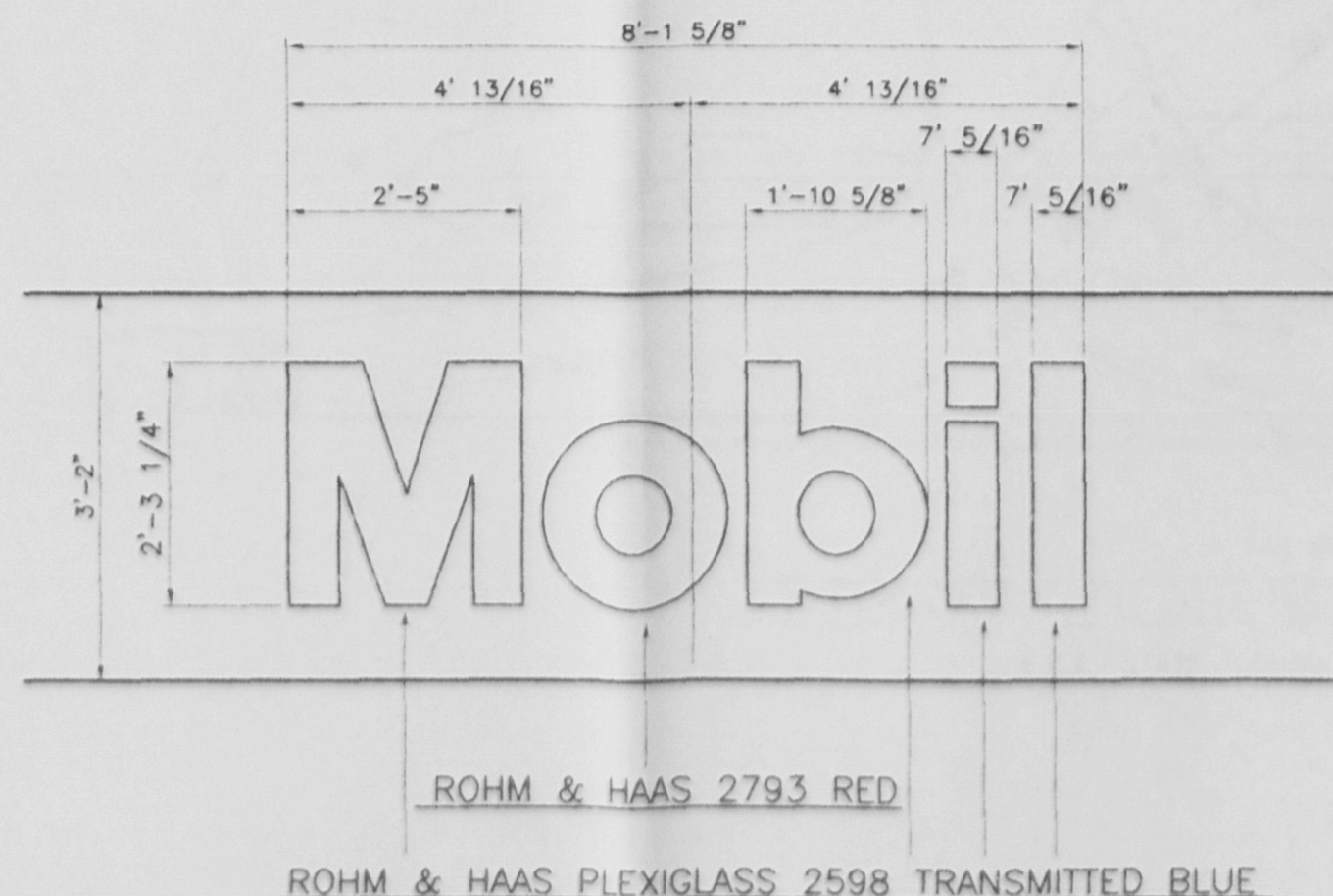
SIGN MOBIL BUILDING FASCIA 3'x12' OTR (51 S.F.)
NOT TO SCALE



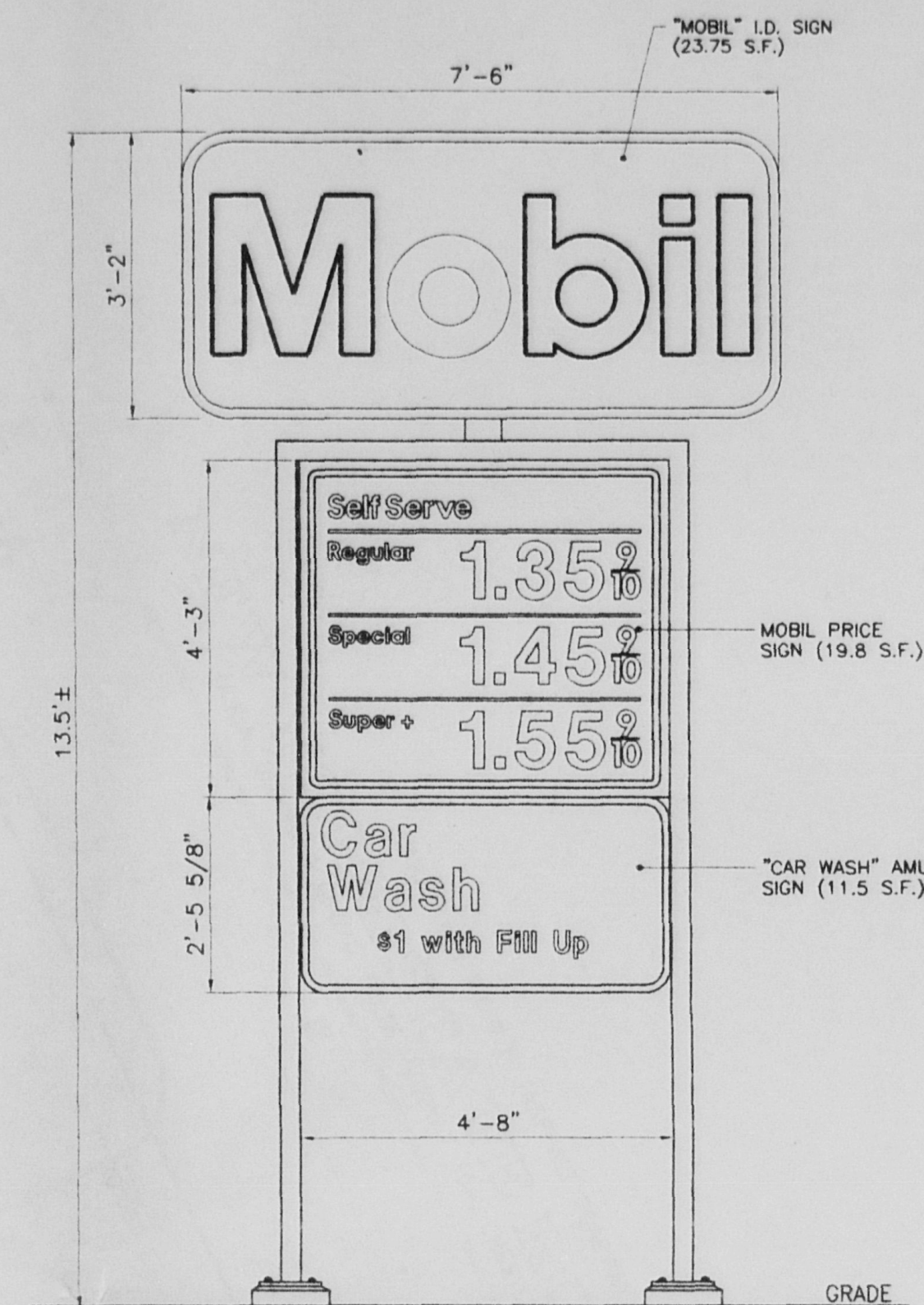
SIGN "OTR" WALL MOUNT 3'-2"x7'-6" (23.75 S.F.)
NOT TO SCALE



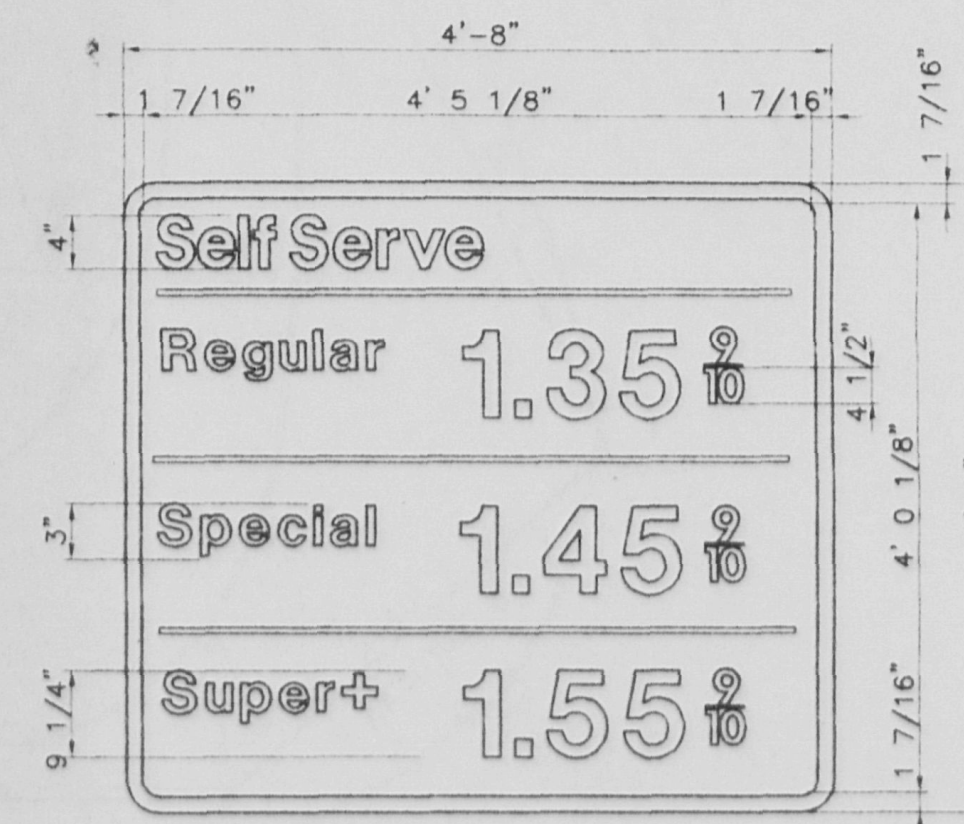
SIGN "BLIMPIE" WALL MOUNT 4'-0"x6'-0" (24.0 S.F.)
NOT TO SCALE



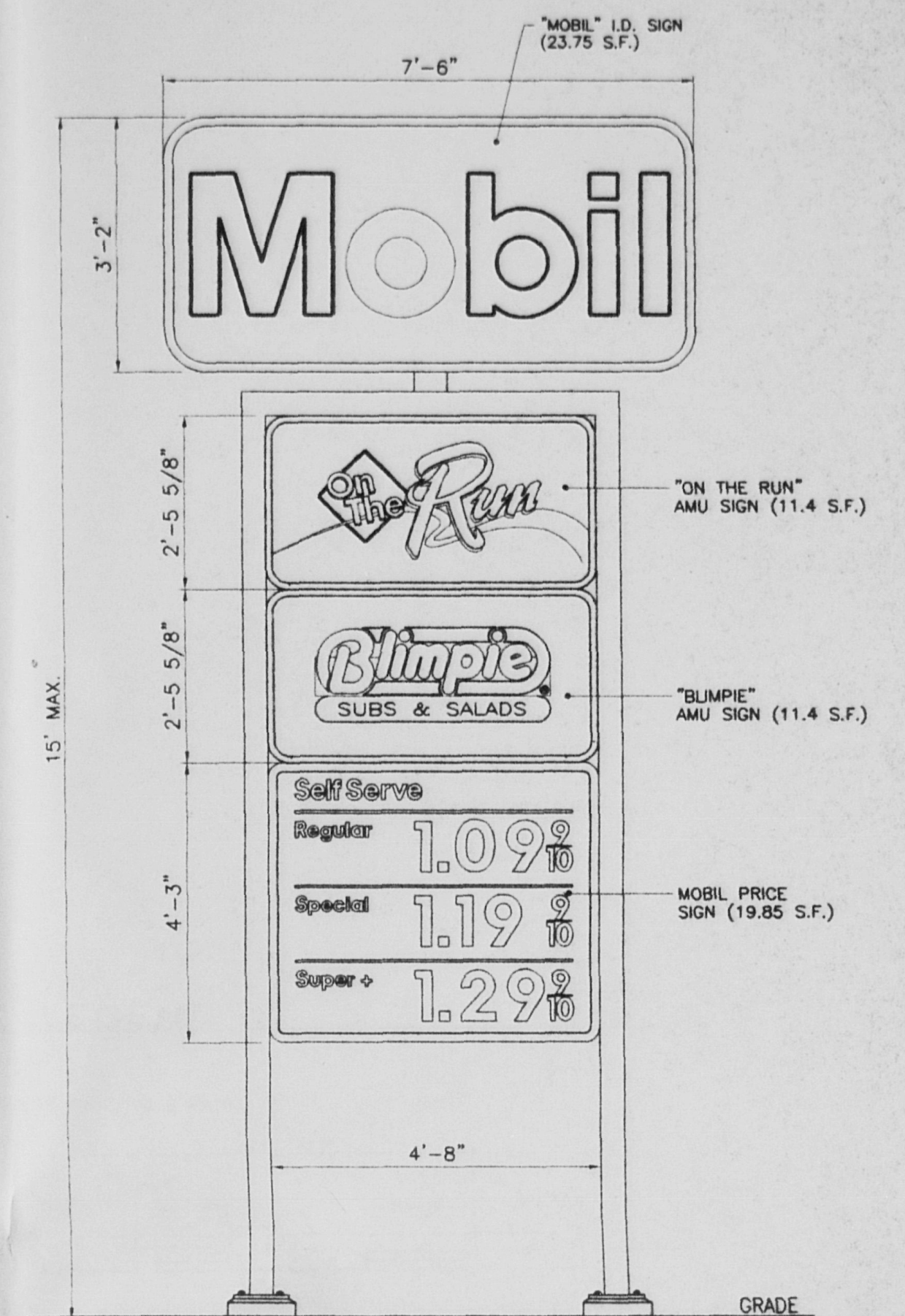
EXISTING CANOPY LEGEND TO REMAIN
NOT TO SCALE



EXISTING I.D. SIGN (55.1 S.F.)
NOT TO SCALE



MOBIL PRODUCT PRICE SIGN (19.85 S.F.)
NOT TO SCALE



7'-6" COMBINATION MOBIL I.D. SIGN DETAIL (66.4 S.F.)
NOT TO SCALE

SIGNAGE TABLE				
QUANTITY	DESCRIPTION	AREA (S.F.)		
		EXIST. TO BE REMOVED	EXIST. TO REMAIN	PROPOSED
1	EXISTING ID/PRICE SIGN	55.1 S.F.	-	
2	PEGASUS DISKS (19.6 S.F.)	39.2 S.F.	-	
1	"MOBIL MART" SIGN	14.1 S.F.	-	
1	"CAR WASH" SIGN	15.6 S.F.	-	
1	27" CANOPY LEGEND	-	18.3 S.F.	
1	ISLAND MARKETING UNIT	9 S.F.	-	
1	WALL MARKETING UNIT	21.4 S.F.	-	
2	"SNAP LOCK" SIGN	16 S.F.	32 S.F.	
1	PROPOSED ID/PRICE SIGN	-	-	66.4 S.F.
1	"OTR" FASCIA SIGN	-	-	51 S.F.
1	"OTR" WALL SIGN	-	-	47.5 S.F.
1	JOINT VENTURE "ID" SIGN	-	-	24.0 S.F.
TOTALS		170.4 S.F.	50.3 S.F.	165.15 S.F.

TOTAL EXISTING SIGNAGE - 220.7± S.F.
TOTAL PROPOSED SIGNAGE - 215.45± S.F.

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-982-7862) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBIL. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBIL. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY:
© 1995, MOBIL

Tyree Engineering, P. C.

• Civil & Consulting Engineers
• Traffic Engineers
• Surveyors

Environmental & Site Planners •
Geotechnical Engineers •
Project Managers •

Phone: (203) 740-9280 125 Commerce Drive
FARMINGDALE, NY WESTBOROUGH, MA BROOKFIELD, CT 06804 ALBANY, NY STERLING, VA

"ON THE RUN"

PROPOSED SIGN DETAILS

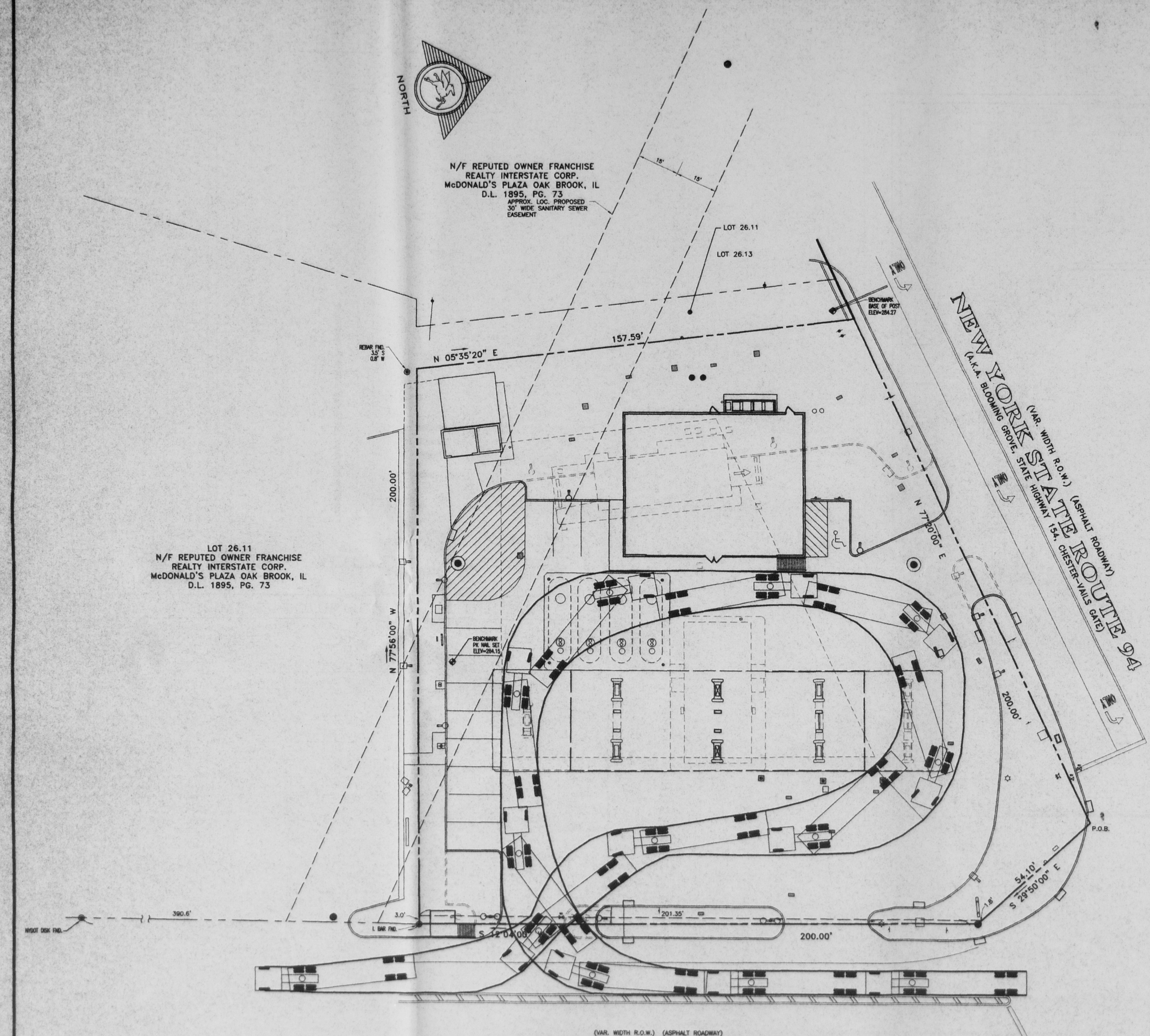
MOBIL OIL CORPORATION
SS # 17-N2X
1001 ROUTE 94 & ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL
CHECKED BY: DLV
DATE: 7/1/97
SCALE: NOT TO SCALE
DRAWING No: D60675M1
PROJECT No: D68057
SHEET: 10



N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73
APPROX. LOC. PROPOSED
30' WIDE SANITARY SEWER
EASEMENT

LOT 26.11
N/F REPUTED OWNER FRANCHISE
REALTY INTERSTATE CORP.
McDONALD'S PLAZA OAK BROOK, IL
D.L. 1895, PG. 73

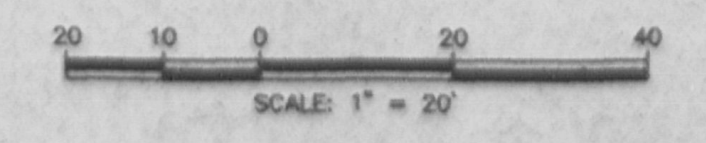


(VAR. WIDTH R.O.W.) (ASPHALT ROADWAY)
NEW YORK STATE ROUTE 32
(A.K.A. STATE HIGHWAY 42, NEWBURGH-WOODBURY HIGHWAY)

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7862) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

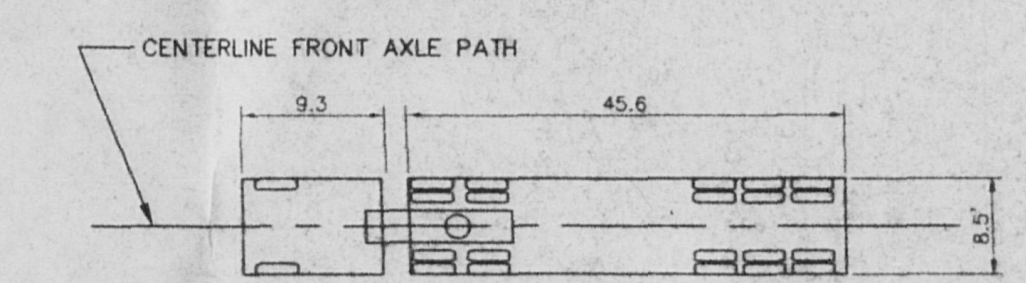
IMPORTANT NOTE:
IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS OBTAINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.



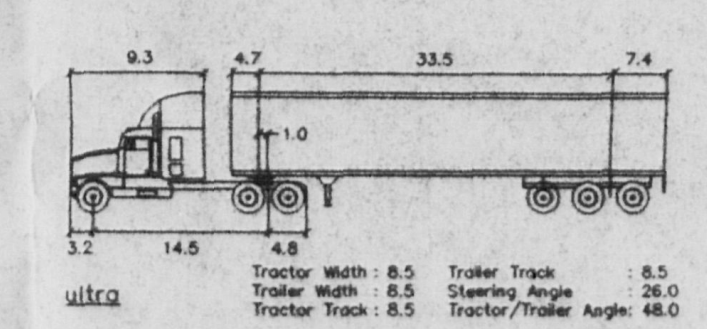
WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBILE. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBILE. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY:
©1990 MOBILE

TRUCK LEGEND



ULTRA PLAN

NOT TO SCALE



MINIMUM OUTER TRUCK TURNING RADIUS = 37.35'

ULTRA PROFILE

NOT TO SCALE

Tyree Engineering, P. C.

• Civil & Consulting Engineers
• Traffic Engineers
• Surveyors

Phone: (203) 740-9280
125 Commerce Drive
BROOKFIELD, CT 06804
FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALBANY, NY STERLING, VA

Environmental & Site Planners
Geotechnical Engineers
Project Managers

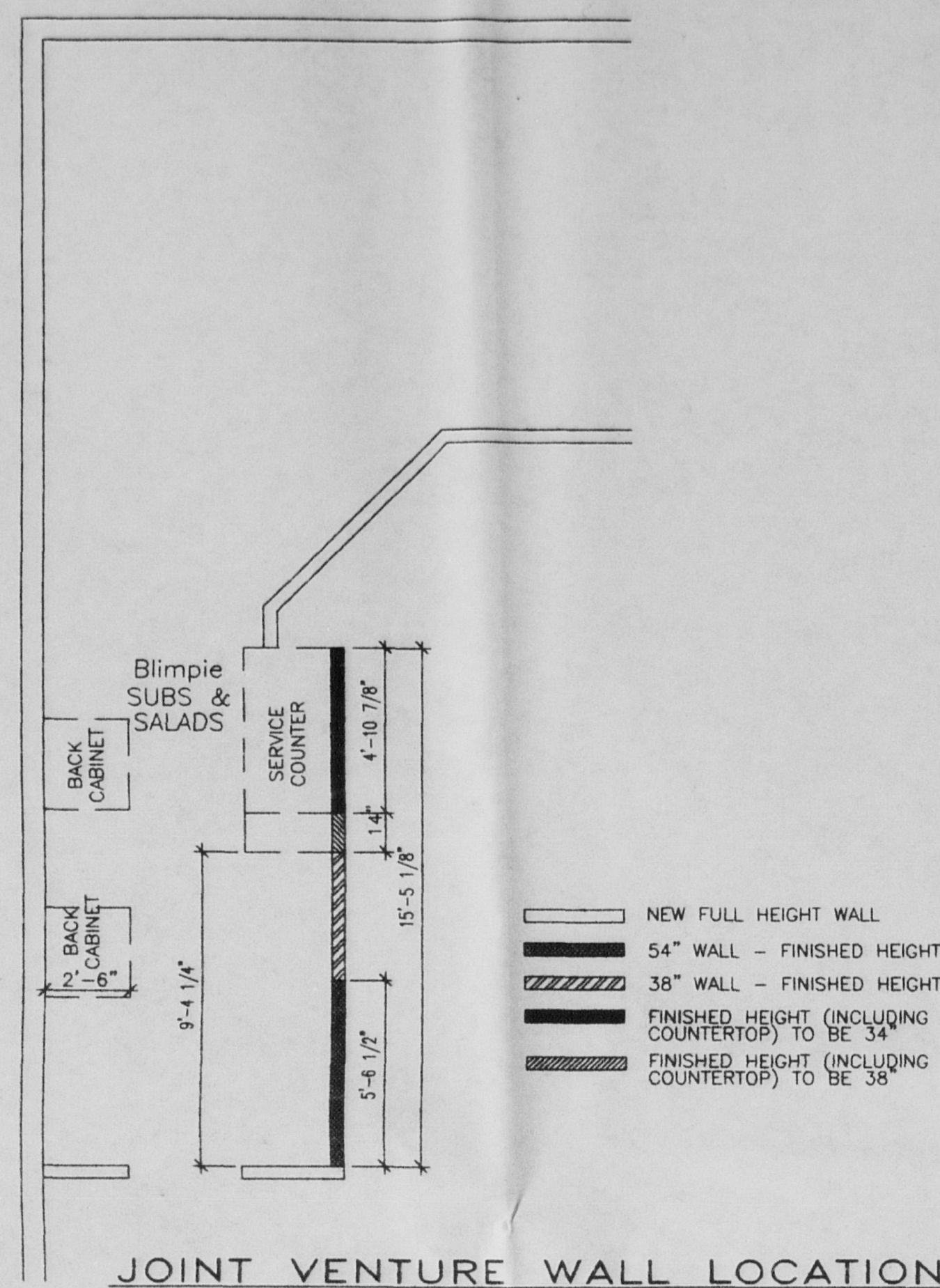
Fax: (203) 740-9444

"ON THE RUN"

TRUCK TURNING PLAN

MOBIL OIL CORPORATION
SS #17-N2X
1001 ROUTE 94 AND ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL
CHECKED BY: DLY
DATE: 7/1/87
SCALE: 1" = 20'
DRAWING NO: D6057TR1
PROJECT NO: D6057
SHEET: 11



DRAWING PRODUCT ID NUMBER	QTY.	DESCRIPTION	MODEL	SIZE	ELECTRICAL	PLUMBING	MANUFACTURER
1A	6	48" DRESSING STATION	4248-12B	48"L x 26.5"D x 37.5"H	115/60/1 PHASE NEMA 5-15P PLUG 5.0 AMPS	NONE	BLIMPIE/DELFIELD
1B	5	33" HOT WELL UNIT	16123-2B	33"L x 30"D x 37.5"H	115/60/1 PHASE UNIT MUST BE HARD WIRED	FLOOR DRAIN MAY BE REQUIRED, VERIFY WITH LOCAL HEALTH CODES	BLIMPIE/DELFIELD
1C	4	30" SLICER STAND	16130-2B	30"L x 29.5"D x 37.5"H	NONE	NONE	BLIMPIE/DELFIELD
1D	2	32" MEAT CASE	04032N	32"L x 30.12"D x 37.5"H	115/60/1 PHASE NEMA 5-15P PLUG 5.0 AMPS	NONE	BLIMPIE/DELFIELD
2	701	McGUNN SAFE	1512	12.75"L x 17.38"D x 15"H	NONE	NONE	BLIMPIE SUPPLIED
3	151	GLOBE MANUAL SLICER	3500	26"L x 22"D x 24"H	115/60 7A 1/2 HR	NONE	BLIMPIE SUPPLIED
4A	814	48" SNEEZE GUARD RIGHT END SUPPORT	N/A	48"L x 6 3/8"D x 16"H	NONE	NONE	BLIMPIE SUPPLIED
5	404	CASH REGISTERS	SHARP ER-AR50	17.41"L x 19.53"D x 12.72"H	115 VOLTS 35(W) MAX 10(W) STANDBY	NONE	BLIMPIE SUPPLIED
6A	659	HAND SINK - DROP IN UNIT	CD1-10-14-9.542.63"L x 19"D		NONE	1/2" C x 1/2" H 2" DRAIN	MOBIL SUPPLIED
7	655	5' PREP TABLE		5' L x 2'-6" D	NONE	NONE	BLIMPIE SUPPLIED
8	N/A	COKE MACHINE - SELF SERVE	MDC-200	30"L x 30"D x 32"H	120/60/1 2.5 AMPS	3/8" WATER LINE 3/4" P.V.C. DRAIN POST MIX LINES	SERVEND/COKE 51541 GAMBARELLA 800-366-2013 EXT. 3873
10	N/A	CHIP RACK	*	18"L x 12"D x 22"H	NONE	NONE	CHIP COMPANY
11	301	MICROWAVE	FSP-11	20.5"L x 21"D x 14.88"H	120/2000 WATTS AC 60Hz 20 AMP CIRCUIT	NONE	BLIMPIE SUPPLIED
12	352	TOASTER - HOLMAN WALL MOUNTED	B 714 H	18"L x 20"D x 15.5"H	120/14.3 AMPS NEMA 5-15 PLUG	NONE	BLIMPIE SUPPLIED
13	116	BREAD OVEN BL	OP-3-BL	32.5"L x 36"D x 74.5"H	120/208/3 PHASE 27 AMPS	NONE	BLIMPIE SUPPLIED
21	5069	STRAW HOLDER & LID DISPENSER	10-L200-15-050	15" x 7" x 4.5"	NONE	NONE	TREND CO BLIMPIE SUPPLIED
22C	14	1 DOOR REFRIGERATOR/RETARDER 1/2DOOR WITH TRAY RACK	60255H	25.5"L x 32.25"D x 80"H	110/60/1 PHASE 8 AMPS	NONE	BLIMPIE SUPPLIED
24	69	MENU BOARD	#69	65"L x 4"D x 30"H	110V - 4.75 AMPS	NONE	BLIMPIE SUPPLIED
25A	854	POLYBAG STACK RACK (NOT SHOWN ON PLAN)	N/A	8 5/8" x 1 1/2" x 1 1/2"	NONE	NONE	CONNECTICUT PKG MATERIALS 800-722-5685 BLIMPIE SUPPLIED
25B	854	T-SHIRT BAG HOLDER (NOT SHOWN ON PLAN)	N/A	2 3/8" x 1 1/2" x 5/8"	NONE	NONE	CONNECTICUT PKG MATERIALS 800-722-5685 BLIMPIE SUPPLIED
25C	854	DRINK CARRIER BAG HOLDER (NOT SHOWN ON PLAN)	N/A	15.25"H x 7.75"W x 8.75"D	NONE	NONE	CONNECTICUT PKG MATERIALS 800-722-5685 BLIMPIE SUPPLIED
26D	6000	3' IMITATION SANDWICH (NOT SHOWN ON PLAN)	N/A	36"L x 6"D x 6"H	NONE	NONE	BLIMPIE SUPPLIED
28	119	BREAD RACK & ACCESSORY PACKAGE	N/A	20.5"L x 26"D x 65"H	NONE	NONE	SUPER SYSTEM, INC. BLIMPIE SUPPLIED
30	5067	COOKIE DISPLAY TRAY	#242	10" x 14"	NONE	NONE	TREND CO BLIMPIE SUPPLIED
31	82	MODULAR SPEAKER	N/A	40 5/8" x 14 1/16" x 3 3/4"	LOW VOLTAGE	NONE	HOWARD CO. BLIMPIE SUPPLIED
31A	55	EXTERIOR MENU BOARD	N/A		110V	NONE	BLIMPIE SUPPLIED
43	11200	NEON BLIMPIE LOGO SIGN	B-30	48"W x 24"H	110V	NONE	BLIMPIE SUPPLIED
67A	N/A	NEW CONCEPT SMALL WARE PKG. (NOT SHOWN ON PLANS)	N/A	N/A	NONE	NONE	BLIMPIE SUPPLIED
67A	2200	COOLER TOP BAKERY DISPLAY CASE		24"L x 24"D x 35"H	120 VOLTS, 1 PHASE	NONE	BLIMPIE SUPPLIED
71		INTERIOR AWNING BACKING	N/A		NONE	NONE	SHAW SIGN BLIMPIE SUPPLIED
71		INTERIOR AWNING	N/A	14'L x 27'H x 18"D	120V, 6A	NONE	SHAW SIGN BLIMPIE SUPPLIED

WARNING:
THIS WORK CONTAINS AND CONSTITUTES CONFIDENTIAL BUSINESS INFORMATION AND TRADE SECRETS OF MOBIL. ANY UNAUTHORIZED DISCLOSURE OF THE WORK OR ANY PORTION THEREOF IS STRICTLY PROHIBITED. COPYRIGHT IN THIS WORK IS THE SOLE AND EXCLUSIVE PROPERTY OF MOBIL. ALL RIGHTS RESERVED. SHOULD PUBLICATION OF THIS WORK OCCUR THE FOLLOWING NOTICE SHALL APPLY:
© 1990, MOBIL.

NOTE:

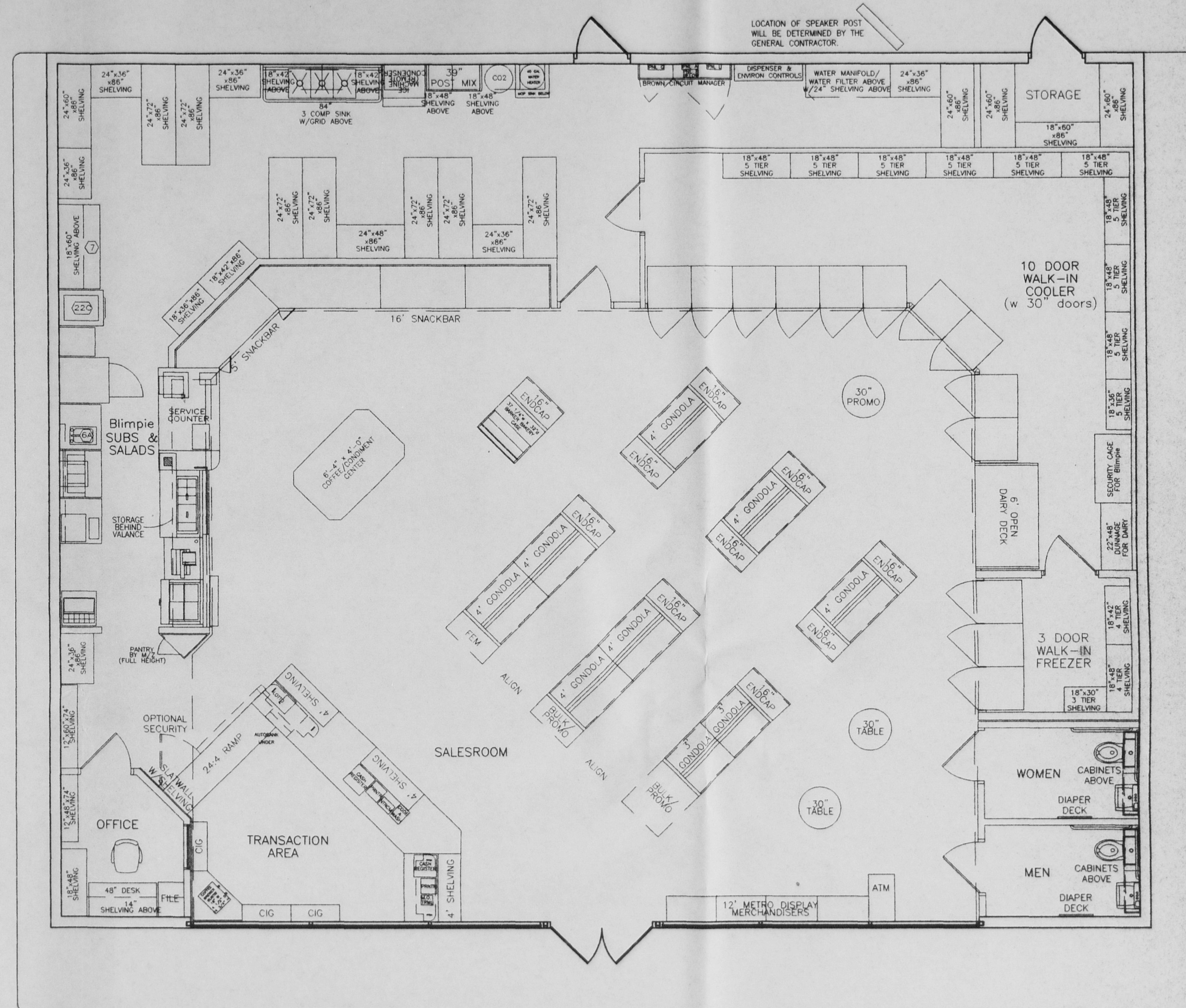
BLIMPIE NEON WINDOW SIGNS (39A,40,41,43) WILL BE USED ONLY IF BUILDING AND ID SIGNAGE IS NOT AVAILABLE. CONTACT YOUR LOCAL OTR COORDINATOR PRIOR TO INSTALLING NEON WINDOW SIGNS.

▲ = DEDICATED CIRCUIT REQUIRED.

NOTE: VOLTAGE & PHASE FOR BREAD OVEN (ITEM #13) MUST BE VERIFIED BEFORE PLACING EQUIPMENT ORDER. REFER TO THE SPECIFICATION SHEET IN THE BLIMPIE CONSTRUCTION MANUAL AND VERIFY REQUIREMENTS WITH A LICENSED ELECTRICIAN.

NOTE: NEON SIGNS ARE TO BE CONNECTED TO A SINGLE JUNCTION BOX WHICH NEEDS A DEDICATED CIRCUIT.

NOTE: PRODUCT ID NUMBERS ARE FOR BLIMPIE INTERNATIONAL'S USE ONLY.



FLOOR PLAN

SCALE: 1/4"=1'-0"

IMPORTANT NOTE:

CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

IMPORTANT NOTE:

IT IS UNDERSTOOD THAT "TYREE ENGINEERING, P.C." HAS NOT BEEN RETAINED FOR THE REVIEW OF THE IMPLEMENTATION OF THE DESIGN AND REVIEWS, AND OBSERVATION OF CONSTRUCTION. THE OWNER SHALL EMPLOY UNDER SEPARATE CONTRACT FOR SUCH SERVICE AS REQUIRED.

IMPORTANT NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

PRELIMINARY - SUBJECT TO CHANGE

Tyree Engineering, P.C.

• Civil & Consulting Engineers
• Traffic Engineers
• Surveyors
Environmental & Site Planners
Geotechnical Engineers
Project Managers

Phone: (203) 740-9280 125 Commerce Drive BROOKFIELD, CT 06804 Fax: (203) 740-9444
FARMINGDALE, NY WESTBOROUGH, MA BURLINGTON, NJ ALBANY, NY STERLING, VA

"ON THE RUN"
PROPOSED FLOOR PLAN
MOBIL OIL CORPORATION
SS #17-N2X
1001 ROUTE 94 & ROUTE 32
TOWN OF NEW WINDSOR
ORANGE COUNTY, NEW YORK

DRAWN BY: NL
CHECKED BY: DLV
DATE: 7/1/97
SCALE: 1/4" = 1'-0"
DRAWING No: D6057FL1
PROJECT No: D6057
SHEET: 12